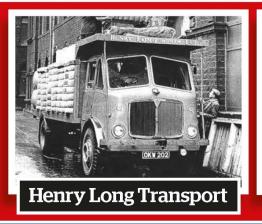
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Award Winning Pathfinder

Ron Henderson looks at Britain's biggest fire engine, not something you were ever likely to encounter on the road, but an impressive vehicle nonetheless.

The History of Saurer

Alan Barnes begins the story of this Swiss lorry builder.

What goes around, comes around and around and...

Malcolm Bates tells us about a rarely though of but important piece of bodywork equipment, which has been part of the road transport scene since pre-war days.

24 Henry Long Transport

Stuart Emmett worked for the Bradfordbased haulier and gives us an insight into the workings of the business.

Bus Company Vans

Phil Moth has put together an interesting selection of pictures from his PM Photography archives, showing bus company service vans.

Suddenly it's the 1970s - and you need a tractor unit... - Part 3

Phil Reed continues to look at what was on offer for transport operators around 40 years ago. This time it's Mercedes-Benz, Scania and Volvo.

Scenes Past - Lorries on Test

Mike Forbes has selected some pictures from the Chris Hodge 'Stilltime' Collection, showing different manufacturers' demonstrators being put to the test.

Salt and Vinegar?

Phil Moth looks at the mobile fish and chip bars operated by R C Saunders over the

Model Roadscene-**Manifique Le Mans**

Graham Dungworth goes racing - in miniature.

54 Model Roadscene -Heavy Haulage Modelling

Les Freathy offers some inspiration for those interested in making models of heavy haulage vehicles.

Rally Round-up

We complete the coverage of events around the country last season from our rally correspondents, at Whitwood Truckstop, Glasgow Vintage Vehicle Trust, the Heavy Equipment Model Show, Sprat & Winkle Run, Halloween Gathering and Dewsbury Bus Museum, from Keith Baldwin, Alex Saville and Jim King, plus the Bridgwater Gathering on New Year's Day from Allan Bedford.

Rally Diary

Good ideas for good days out during the next month.

Scene & Heard

Your interesting stories, pictures and thoughts on recent issues.

Next Month – what's in the next issue...

Market Memories - and a classic forecourt, then and now

A picture from our Scenes Past has brought back memories for Tom Caren, who has come up with some great related views.

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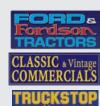
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Here's a 'sneak preview' of the next Road Haulage Archive issue, with a couple of lorries from the fleets of 'Well-known Names'. We also have articles to look forward to in the next few issues of Vintage Roadscene about different companies that we all remember. These two are unmistakable. Above: First there is a Scammell MU, 53 BVX (Essex, 1955), a classic 'articulated eight' with its matching tandem-axle sloping frameless tank trailer. This was one of the large fleet of these vehicles run by Crow Carrying Co Ltd or Barking, although this one was in a contract livery, for the Hercules Powder Company.

Right: Secondly, the 'Smith for Service' headboard was seen far and wide across the UK and beyond, from several depots of Scottish haulier, Smith of Maddiston, whose ERF B Series artic, GMS 804S (Stirling, 1978), with a tall Boalloy 'Tautliner' on a tandem-axle trailer chassis is seen on a dual carriageway, maybe, heading home on the old A74 to the north...

he snow is falling as I write this so it looks as if, in the words of the song: 'spring will be a little late this year...' Hopefully this will not have an adverse affect on the early season rallies and road runs. In this issue, we've finally finished all our rally reports from last year's season. There seem to have been so many great gatherings of classic vehicles - long may it continue, even when we all have to drive around on a dayto-day basis in something we have to plug in. I'm sure everyone is looking forward to the 2018 rally season, getting together to see more great vehicles which bring back memories of the past.

I'm happy to say that we are currently featuring articles in each issue of Vintage Roadscene on transport companies of the past, with pictures and memories from our readers and contributors. We also feature a number of 'Well-known Names' in the next Road Haulage Archive issue and there are several anniversaries to commemorate during the year.

Yes, it's all happening, and we're looking forward to looking back some more, if you see what I mean. And in this issue, Vintage Roadscene actually features a new product – but one with a history going back to pre-war days. Flettner ventilators have been fitted to so many vehicles over the years – one of

those small but indispensible parts which are often overlooked.

On the down side, I must apologise for the non-appearance of the proposed articles on FWD SU-COE ex-military fairground lorries in the last issue and the Maidstone & District workshops in this one. Both are because we are having problems with sorting out suitable pictures. This is something which occurs from time to time.

The pictures with the article on Henry Long Transport are not the best, as we only had poor copies to work from. If anyone has any copyright issues with any of these, please contact the editor. Of course, if anybody has any better pictures of Henry Long lorries, we would be pleased to use them in a follow-up.

Incidentally, with regard to pictures, sometimes the copyright issue can be a minefield. Over the years, it seems that some photographers have sold prints of their pictures, which are easily copied and subsequently a third party uses them to illustrate an article. Without identification, the first we know of it is when the copyright-holder contacts us to complain. I'm sure it's most annoying for them, but this is a problem which will occur from time to time and there's really little we can do about it. So please don't stop sending your pictures.

I'm also sorry to tell you that my colleague, Ted Connolly has passed away. He was editor of our sister magazine 'Classic Van & Pick-up' and had previously edited 'Classic & Vintage Commercials', as well as contributing to many other classic vehicle publications over the years. Surprisingly, our paths had crossed only occasionally, but I know Ted was a thoroughly nice guy and will be sadly missed by many; a loss to the classic scene.

I suppose this is a symptom of us all getting older, but it does focus the mind on the fact that we need to get as many memories as possible put on record before they are lost, so don't put off sending us your memories and pictures of those 'good old days'.

ON THE COVER...



Lorry manufacturers have always made demonstration vehicles available to the commercial vehicle press to test. In this issue, our 'Scenes Past' features pictures of these lorries, mostly in primer, with a load of concrete blocks to simulate a full load, like this Scammell Highwayman on tradeplates, which contrasts with the little Messerschmitt micro-car behind it, as it makes its way around a test route from the Watford factory. (CHC abb690)

AWARD WINNING PATHFINDER

Ron Henderson looks at Britain's biggest fire engine, not something you were ever likely to encounter on the road, but an impressive vehicle nonetheless.



Above: An amazing Pyrene publicity photograph of the Reynolds Boughton Griffin chassis, showing its size in comparison to a Mini car, which is dwarfed by the wheels of chassis. In fact, the huge engine and transmission at the rear of the chassis is also bigger than the car.

he Pyrene Pathfinder fire engine was Britain's biggest land fire engine at 37 tons, a record that probably still stands today. It was designed by the Pyrene Company of Brentford, Middlesex, under the leadership of Chief Engineer, Mr T A Mills, but following the Pyrene Company being incorporated into the Fire Vehicles Division of Chubb Fire Security, based at Feltham, it was thereafter marketed as the Chubb Pathfinder.

The design of the monster vehicle arose through the introduction of the Boeing 747 jumbo jet and other aircraft with similar capacities, which resulted in a re-classification of larger airports by the International Civil Aviation Organisation (ICAO). The influx of additional passengers, as well as greater fuel carrying capacities, demanded more rapid and efficient fire extinguishing equipment, together with an economical saving in manpower.

The first of its kind in the world, the design arose because of the three most important



Above: The prototype Jugoslav Airlines Pyrene Pathfinder, at its public debut at Stansted Airport.

The massive roof monitor, with a discharge rate of 13,500 gallons of foam per minute, was the biggest yet seen on any airport fire engine and could be controlled from inside the cab by one man.

requirements considered in combating fires of jumbo proportions; greater speed and cross country performance, rapid containment of fire and simplicity of operation. The Pathfinder met and, indeed, exceeded all of these requirements.

It was based on a Reynolds Boughton

Griffin 6x6 chassis, with centre steering, and was powered by a 16 cylinder General Motors Detroit Diesel engine, mounted at the rear, driving through a semi-automatic Allison gear box, although fully automatic transmission was offered as an option. It could accelerate from 0-50 mph in 42



Above: The first British-owned Pyrene Pathfinder, for Manchester Airport, undergoing off-road trials. The two Manchester Pathfinders had crash-bars on the front and a single crew door at the rear of the cab compared with the hinged doors on the side of the prototype.

Right: The third and final British order for a Pathfinder was for Merseyside Fire Brigade, which manned the fire engines at the city's Speke Airport. The engine, now bearing Chubb plates, was pictured at the airport's sub-station 'The Barn' in 1976.

seconds, with a maximum speed of almost 70 mph.

Seating was provided for a maximum crew of five, but the roof-mounted monitor could be operated by just one man. Glass fibre tanks contained 3,000 gallons of water and 400 gallons of foam, expelled through the roof monitor, or through hand-held hoselines, via a Godiva UFP pump. The powerful roof monitor, hydraulically controlled from the cab or the roof position, could dispense foam at a rate of 13,500 gallons per minute, up to a distance of 250 feet.

Making its debut at Stansted Airport in August 1971, the prototype machine, destined for Jugoslav Air Transport's Tivat Airport base, was demonstrated to ICAO representatives and senior officers from many airport authorities including those from America, Canada, Europe and Russia.

The first British customer to commission a Pathfinder was Manchester Airport, which ordered a pair in 1972, both of which displayed Pyrene nameplates. After giving many years of service, the first one was



given to the Yorkshire Air Museum, where it is currently on display, maintained in full working condition.

In October 1974, the first of many for United States customers was exported via the Port of Felixstowe, to take up service at Boston's Logan International Airport, after being exhibited at the Farnborough Air Show, where it was the first on scene when a Sikorsky Blackhawk helicopter crashed in flames on the opening day of the show.

This first American sale was a major coup, as it was the first time a complete UK-built fire engine had been sold to a customer in the USA. Since the days of steam fire engine construction, high import charges had prevented British fire engineering companies

making inroads into North America.

The Boston vehicle, which was later supplemented by a second Pathfinder, would not be the only one as, following a public trial at the Boston Airport, the Port Authority of New York and New Jersey, which operated the major New York airports of La Guardia and John F Kennedy and Newark Airport in New Jersey, placed a £1.5 million order for 12 Pathfinders. Two others went to Oakland Airport, California, and another four were ordered by the Saudi Arabian Directorate of Civil Aviation. Others were sold to customers in South Africa and Greece. The number sold or on order at this time was 53.

The revolutionary design gained some welcome publicity when, at a ceremony



Left: The first of the two Manchester Airport Pathfinders, shown at its present base, at the Yorkshire Air Museum, Elvington, near York. The roof monitor has a throw of 250 ft, can rotate through 300 degrees and elevate to an angle of 50 degrees.

Below: This former Port of New York and New Jersey Pathfinder was brought back to the UK by Chubb Fire Products and Systems and used for foam calibration tests. Passing to Fire Vehicle Services, it became a loan vehicle for airports, which were in urgent need of a temporary replacement fire engine. It was pictured at the Yorkshire Air Museum in 2017, where it resides with the former Manchester Pathfinder.

in London, the company and its designers were presented by the Duke of Edinburgh with one of nine Design Council engineering awards for 1974. This was the first time a British fire engineering company had been granted such an award. In making the awards the panel of judges looked for products "which demonstrated significant economic and technical advantages in conjunction with ease of use and maintenance and an appropriate appearance", with preference being given to products which achieved their objectives in an original manner and with economy of manufacture. According to Britain's airports regulatory body, the Civil Aviation Authority, in performance the Pathfinder exceeded ICAO specifications for





Above: Five Pathfinders were exported to Singapore, four for the government's Department of Civil Aviation and one for Singapore Airlines, for service at Paya Labar and later Changi Airports. This picture shows to good effect the massive roof monitor.

major aerodrome fire-fighting appliances by a considerable margin.

Back home, it was not until 1975 that a second British order was fulfilled, from Merseyside Fire Brigade for one machine for Liverpool's Speke Airport. This one was finished in a yellow livery with a white stripe and, unlike any other UK airport, it was manned by firemen from the local authority fire brigade. There were no more orders from British airport authorities, although many orders for overseas customers were fulfilled, with examples going to Hong Kong, Singapore, India, Trinidad & Tobago, Poland and even one to Russia. In all, 99 Reynolds Boughton Griffin chassis were supplied to Pyrene and Chubb for the Pathfinders, together with one final chassis constructed by Chubb. Fortunately, several Pathfinders still survive, including examples in the United States, South Africa and Britain.



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3746. Singapore, Trucks, Feb 2018, Filmed around the ernormous docks area at Jurong East over

two docks with intensive coverage in a variety of

3747. Singapore. Trucks. Feb 2018. Filmed around the ernormous docks area at Jurong East over two docks with intensive coverage in a variety of

3748. Singapore. Trucks. Feb 2018. Filmed around the ernormous docks area at Jurong East ove two docks with intensive coverage in a variety of locations

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3750. Singapore. Trucks. Feb 2018. Filmed around the ernormous docks area at Jurong East over two docks with intensive coverage in a variety of

3751, Indonesia, Trucks, Feb 2018, Filmed around the hot and dusty commercial port area of Batam an island reasonably accessible from Singapore by ferry

3752. Indonesia. Trucks. Feb 2018. Filmed around the hot and dusty commercial port area of Batam an island reasonably accessible from Singapore



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Alan Barnes tells the story of this Swiss lorry builder.

he last heavy goods vehicle came off the production line at the Saurer works in Arbon, Switzerland, 30 years ago. On 27 February 1987, the completion of the Saurer 10DM for the Swiss Army marked the end of an automotive industry in the area, which had begun in the late 1800s.

The company had been founded in 1853, by Franz Saurer, who established an iron foundry at St Georgen, near the small town of St Gallen in Switzerland, where a range of items, mainly for domestic use, were produced. By the early 1860s, the business had expanded and, in 1862, moved to new premises in the Swiss town of Arbon, where in the following year, the firm began the production of Jacquard sewing machines for the textile industry.

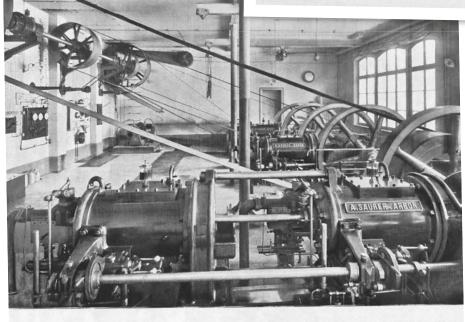
Franz was joined in the business by his eldest son Adolph, with the firm being renamed in 1869, 'Franz Saurer & Sons, Arbon'. Adolph eventually took over the running of the company in 1886, and worked with his son Hippolyt, who joined

Right: Cover of the brochure for the petrolpowered industrial engine (Saurer Museum)

Below: The Arnold B Heine factory in Arbon, powered by Saurer engines.

(Saurer Museum)





Motorenlokal von Fabrik No. I der Firma Arnold B. Heine & Co., Arbon. Total 160 HP.

In Fabrik No. II befindet sich eine Motoren-Anlage von gleichem Umfange.

While the production of machinery for the textile industry remained an important part of the business, by the late 1800s, Adolph Saurer had become aware of the rapid advances being made in engine and automobile technology. Development resources were applied to the design of a new engine and, in 1888, Saurer produced its first commercial engine, a stationary engine powered by Kerosene, designed to power factory and mill machinery, as well as being able to drive agricultural equipment.

the business as soon as he was old enough.

Further development work led to the company producing its first petrol engine in 1896, a power unit which was suitable for use in automobiles and, in 1897, Hippolyt Saurer introduced a phaeton bodied motor vehicle powered by a single cylinder opposed piston petrol engine. By 1902,

Right: A Persononewagon dating from 1898. (Saurer Museum)

the company had also brought its first four cylinder, T-head engine to the market, which was used to power touring car and sedan type chassis.

Although this pioneering work in the development of the passenger motor car really began as a side-line to the company's main business, such was the success of the new Saurer engines that increasing resources were applied to this area of the business.

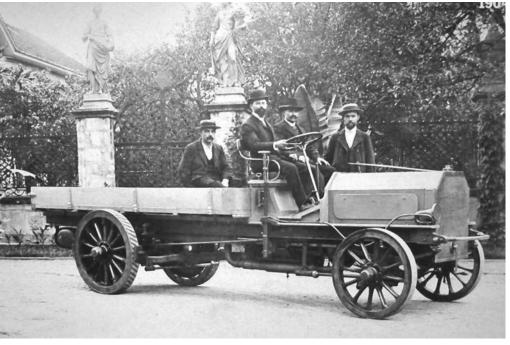
With many European companies also working on the development of the automobile, Saurer decided that while the company would continue to produce small numbers of passenger motor cars, it would concentrate its efforts on the development of commercial goods carrying vehicles. An experienced motor engineer, Heinrich Mayer, who had gained experience during his time at Daimler, was persuaded to join Saurer. The innovative designs which were produced, combined with the experienced Arbon workforce, should have been a recipe for success, but this did not prove to be the case.

In 1903, a petrol-engined commercial goods-carrying lorry was introduced, although the 5-tonner powered by a four cylinder engine proved to be heavy and fairly expensive and it appears that there were no buyers for the model. The few that were actually completed were apparently used as works vehicles around the Arbon factory.

Right: A 1903 lorry in the museum. (Saurer Museum)







Above: 1903, the first Saurer 5 ton truck was not a great success. (Saurer Museum)



Above: The engine of the 1903 lorry. (Saurer Museum)

Saurer faced competition from another Swiss company, the Societe des Camions Dufour, which was based in Geneva and which had begun the production of motor lorries in 1897. There was also competition





Above: Saurer truck entry number 26 at the 1908 Paris trials. (Stilltime Collection)



Above: Class-winning Postbus entered for 1908 Paris Trials. (Stilltime Collection)



from manufacturers in other countries, such as Daimler, but another problem was closer to home, with some of the Swiss cantons banning certain types of motor vehicle.

However, Saurer had confidence in its designs and the quality of its engineering and the decision was taken to concentrate on the production of lighter commercial vehicles. Three new models were introduced, a 1½-tonner, a 2-tonner and a 3-tonner. The company also decided against mass production and all lorries were built to order for their customers, a practice which the company was to continue for many years.

This approach was successful, the workforce had to be expanded and, in 1909, a total of one hundred new lorries were produced at the Arbon factory, with two hundred being produced in 1910. The difficulties with the domestic restrictions meant that around 85% of Saurer vehicles were exported.

International Success

Not only were the Saurer designs well received by operators, but the vehicles also met with great success at motor trials held in 1908 in France and Italy. At the French trials, some 47 models were entered by leading truck manufacturers and of these 33 completed the tests successfully. Up against strong competition from companies such as De Dion, Berliet, Panhard and Peugeot, the Swiss company distinguished itself, achieving wins in Classes 5,6, and 9 plus, in the final Order of Merit across all classes, the Saurer vehicles were placed first, third and fifth, a notable achievement.

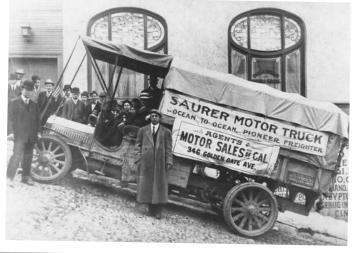
Saurer had more success at the Italian trials later in the year, achieving two class wins, one for its omnibus and a second place in another class, another creditable performance. The strong performance against international competition, plus

the already healthy level of exports to other countries, led to Saurer establishing subsidiary production companies and production licensing arrangements in a number of different countries, including the UK. Here business relationships were agreed with manufacturers including Morris-Commercial and J & E Hall, the Dartford-based lorry manufacturer.

Saurer had also established a presence on the world stage with the formation of the Saurer Motor Truck Company in the USA, which had the rights to manufacture and sell heavy trucks under the Saurer brand name. These were built at the factory at Plainfield, New Jersey, where production began in November 1911.

In September of the same year, the Saurer Motor Truck Company had merged with Mack Brothers Motor Car Company, to form the International Motor Truck Company.





Above: Saurer fitted with box body used by Martin Farner in Arbon. (Saurer Museum)

Above: The Saurer 5-tonner parked on a hill in San Franciso in 1911. (National Automotive History Collection, Detroit Public Library)

The use of the Saurer brand name on trucks continued until 1918 and, in 1922, International Motor Truck Company became Mack Trucks, Inc. The records indicate that, between 1911 and 1918, there was a total of 1,952 5 ton Saurers produced, along with 112 6½ ton trucks for the American market.

In 1911, it was a 5 ton Saurer which was used on an epic cross-country road trip across America. Described as the 'Swiss Ocean to Ocean Pioneer Freighter', the truck became the first to successfully drive across the country, starting from the State House in Denver, Colorado on 3 March 1911 and heading for San Francisco. Having successfully completed the first stage of the journey, reaching the Pacific coast, the Saurer was then transported back to Denver by rail, to begin the next leg of the journey under its own power to New York.



Above: A 1911 Saurer Caminhao, recovered from Brazil. (Saurer Museum)



Above: The restored Brazilian Caminhao, on display in 2017. (Saurer Museum)

The Saurer had a crew of four, with the main driver being George Maclean, a Canadian from Campbell's Bay, Quebec. In the Detroit Public Library archives, there is an interesting photograph showing the Saurer parked on the steep gradient of Telegraph Hill in San Francisco, a location often used for hill climbing tests for early motor vehicles on the West Coast.

The main European Saurer subsidiaries were to be found in Austria, established in 1906, and taken over by Steyr-Daimler-Puch in 1959, in France in 1910, eventually becoming part of Unic, and a short lived venture into Germany between 1915 and 1918, which was taken over by MAN. The Officine Meccaniche in Italy produced Saurer engines under licence for many years and these were used in the company's own OM bus and truck ranges. In Poland, Saurer engines were also manufactured under licence by the state-owned Panstwowe Zaklady Inzynieryjne and these were used in tanks and buses.



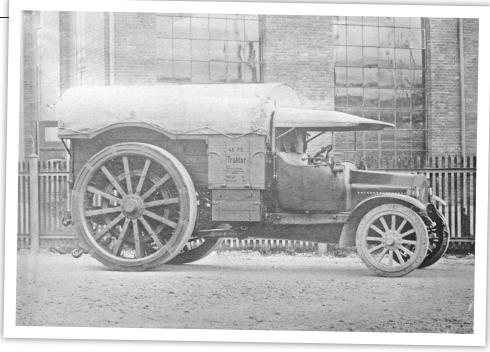
Right: A 1917 Saurer Artillery Tractor. (Saurer Museum)

Saurer in the UK

In 1906, Saurer granted Dartford-based company, J & E Hall Ltd, a licence to produce chassis for buses, lorries and heavy motor vehicles, although under the terms of the arrangement, the vehicles for the UK market were badged as 'Hallford' rather than Saurer. However, while these vehicles were based on the general Saurer designs, they were subject to many modifications, including strengthened chassis, which made the UK 'Hallford' quite a different 'beast' from its Swiss counterpart. The arrangements with Saurer ended in 1911, which allowed J & E Hall greater freedom for future engine and chassis development of its own.

Some 20 years after the arrangements with J & E Hall Ltd had ended, Saurer entered into another licensing agreement with a UK company. In the early 1930s, Armstrong Whitworth was seeking to diversify and, in 1931, concluded an agreement to produce Saurer lorries at its Scotswood on Tyne Works, the models being branded as Armstrong-Saurer. The components were supplied by the French division of the Swiss company.

However, the lorries produced were regarded as outdated, the petrol engines underpowered, and the typical Swiss bonneted design was unpopular with UK operators. The lorries were redesigned



as forward control models and, although initially were equipped with petrol engines, these gave way to diesel engines. The range of Armstrong-Saurer models included the four-wheeled Defiant and Dauntless and the Samson eight-wheeler, which was brought to the market in 1934. Despite some encouraging sales, production of the Armstrong-Saurer lorries came to an end in 1937

Continued Development

Following on from the successful introduction of the three lightweight models, Saurer developed a new 5 ton lorry, which was brought to the market in

1910 and, unlike the 1903 model, this new vehicle was much more favourably received. However, the outbreak of World War I in 1914 meant that the Swiss company found itself in the rather incongruous position of supplying vehicles to both sides. The association with MAN meant that Saurer was regarded as a German company by both the civilian and military authorities in Germany. On 21 June 1915, the Lastwagenwerke MAN Saurer was registered in Nuremberg and production of the 3 ton MAN Saurer began later that year. However, Saurer had been producing and selling vehicles in France since 1910 and was firmly regarded as a French company.

For all countries involved in the conflict,





Right: : Saurer lorries were shipped from the works by rail. (Saurer Museum)

the demand for motor vehicles saw a sudden increase, but the Arbon works was not geared up for mass production. Saurer had continued with the policy of producing handbuilt vehicles to meet customers' specific requirements. Saurer produced light, medium and heavy trucks which were used by the military between 1914 and 1918 while a Model AE Artiillery tractor appeared in 1917 but seems to have been produced in fairly small numbers.

By the end of World War I, Saurer was faced with increased demand, not only for its commercial vehicles, but also for textile machinery. Right across Europe, countries were trying to re-established their domestic industries and infrastructure, rebuilding



damaged factories and re-equipping on a large scale. However, sales of new vehicles were under pressure from the many thousands of ex-military vehicles, which were now being sold off at very low prices.

Saurer made the decision to withdraw from Germany and end the association with MAN, which would continue to produce vehicles under the MAN name. Further rationalisation saw the end of the Saurer name in America, with International Motor Truck Company

ceasing production and the use of the name in 1918.

The company was well aware that reliance on its pre-war models would not stimulate the post-war business and the harsh economic difficulties would only worsen the situation. The answer was to re-capitalise, which led to Saurer becoming a limited company in 1920, with the recruitment of specialists to drive the company forward into new areas. Experienced engineer Albert



Above: A Saurer lorry with trailer from around 1920. (Saurer Museum)



Above: The early 1920s saw pneumatic tyres fitted to Saurers, like this tanker. (Saurer Museum)



Above: Three new Saurers being delivered on 26th February, 1927. (Saurer Museum)

Right: A preserved 1926 Saurer Model 2B. (Saurer Museum)

Dubois joined the company, along with a pilot, Hermann Wild, in 1924, and the company began to develop new products. These included more efficient looms for the textile industry, new diesel engines and, under licensing agreements with Hispano-Suiza and Gnome et Rhone, Saurer also began to manufacture aircraft engines.

In 1919, Saurer coaches began to be used on regular postal coach services serving the Alpine villages, the rugged chassis design



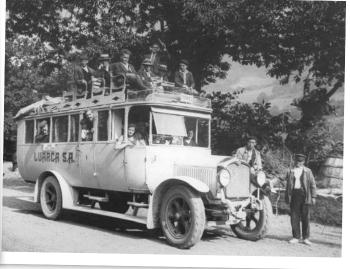


making the vehicles highly suitable for use on the difficult mountain roads. The production of motor coaches and buses would remain an important part of the company's business for many years and 1938 would see the introduction of the first of the modern Saurer trolleybuses.

The pre-war models produced by Saurer had gained a well-deserved reputation for the quality of both components and workmanship and, despite the problems of the early 1920s, the company was keen to maintain those standards. The vehicles exhibited at the London Motor Show in

Left: The first Saurer diesel-engined lorry, dating from 1927. (Saurer Museum)





Above: A Saurer fitted with a charabanc-type body. (Saurer Museum)

Above: Coaches and buses became an important part of the business. (Saurer Museum)



1920 and 1921 led to Commercial Motor observing: "The Saurer chassis is one of the most remarkable in the world and embodies numerous refinements which render it a really first class machine". These comments related to the Saurer Model A lorries which were developed in 1918.

Commercial Motor also reported an astonishing performance by a Saurer Model 5AD 5-5½ tonner in 1923: "In the course of a test extending over 10 days and carried out by the Royal Automobile Club, a Saurer commercial motor vehicle, Type 5AD 5-5½ tons capacity, has accomplished the marvellous feat of exceeding 100 tonmiles per gallon of fuel used. We believe

we are right in saying that no figure even approaching this has ever previously been recorded in connection with an RAC trial". This incidentally was well in excess of the previous best of 69.3 ton-miles, achieved by a Thornycroft BT type lorry in 1921.

That the company continued to maintain its high standards is indicated by the comments, again presented in Commercial Motor, concerning the vehicles exhibited at the Paris Commercial Motor Show in 1926, which were the first of the new B Series models.

"The Saurer chassis has throughout the world earned a remarkable and enviable reputation for reliability, efficiency and general excellence in design, not the least of its good features being the highly efficient engine brake. It was particularly interesting to find two new model chassis at the Paris Show, one, the 2-tonner shown bare and the other a low level passenger model with a saloon bus body. The Model 2B 2-tonner has been made as light as possible without sacrificing any of the features for which its prototype the Model A, is so well-known. Thus it includes the engine brake, whilst the crankshaft, gearbox and back-axle shafts all have ball bearings and the single reduction final drive is by bevel gearing".

■ We conclude the history of this Swiss vehicle manufacturer in the next issue.

>> SPECIAL FEATURE >> SPECIAL FEATURE >> SPECIAL FEATURE >>

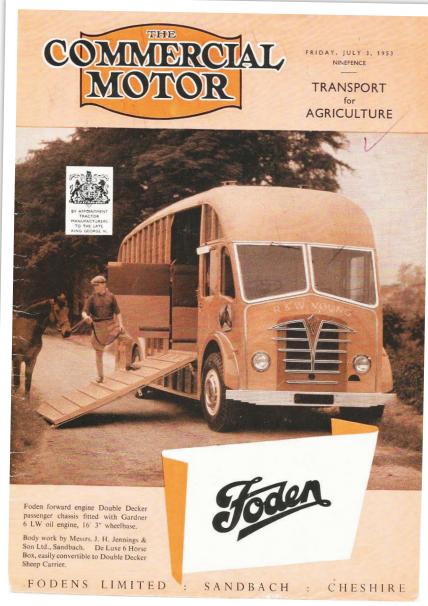
WHAT GOES AROUND, COMES AROUND. AND AROUND AND...

Back at a previous Commercial Vehicle show at the NEC, **Malcolm Bates** got talking to the managing director of a company with a name that rang a bell. That company was Flettner – a company with a long history in transport. And, as it happens, a bright future...

he starting point of this article is not – as is so often the case – the design of a certain make of chassis. Or a focus on the application in which the completed vehicle was designed to operate. It's not even – directly at least – related to the design, or construction of the body mounted on that chassis. Or the history of the bodybuilder involved.

In reality, this story concerns a tiny detail – a mere component used in the what was once the highly significant and hugely important British manufacturing industry. In fact, it's a component that was so small, you can hold one in the palm of one hand – although in most cases, several were used in any given application, so you might need to be good at juggling.

Any guesses yet? The product we're talking about here is the rotary ventilator – basically it's a wind-powered 'spinner' that helps ventilate an otherwise standard factory-built panel van, or a purpose-built chassis-





Above: A BIG DAY AT FLETTNER. Here we see the front cover of 'The Commercial Motor' magazine for Friday, 3rd July, 1953. It carries a full page Foden advert, featuring a rather special horsebox built by Jennings of Sandbach – another well-known bodybuilding industry brand with origins going back to horse-drawn cart days – mounted on a dropframe Foden double-decker chassis. Oddly, we're informed that this stylish 'De Luxe' six horse body could easily be converted into a double-deck sheep carrier, but the main object of interest for us here are the ventilators on the roof –they're by Flettner.

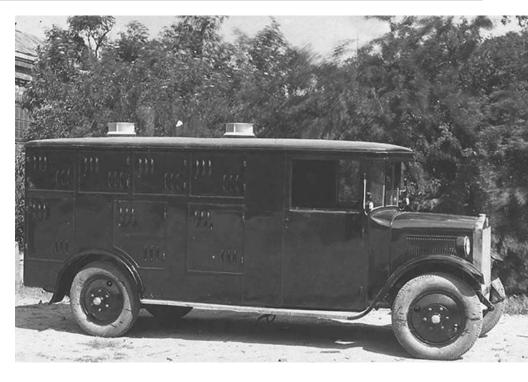
Left: Making the point that Flettner ventilators weren't just fitted to vans carrying goods, here we see an advert featuring an early 1930s Coventry Corporation Transport singledeck bus, complete with two roof-mounted ventilators, to help keep the interior free from cigarette smoke on a foggy trip to work.

Right: Is this an armoured police van, or 'Black Maria,? It's not easy to determine, but clearly, as windows are not an option, other means of ventilation would have been essential.

mounted box van body. What does it do? It is designed to increase the air circulation inside the body, stabilising the internal temperature, by extracting the air, purely as a result of the movement of the vehicle down the road, rather than by some external power source like electricity.

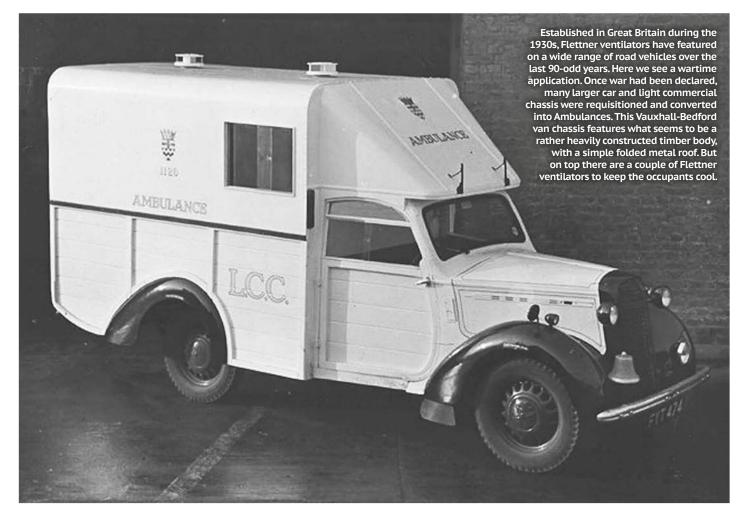
We need to view the story of the humble rotary ventilator against the backdrop of what has happened to the British commercial vehicle industry over the last 70 years and note how much things have changed over that time. To put those changes into perspective, we need to note that at the end of World War II and the start of the 'Export or Die' years, British governments (of both political colours) exhorted, bribed, blackmailed and threatened our manufacturing industries to do more in order to pay back war loans owed to America – what, you thought they GAVE us all those tanks and ships? No they didn't.

In the early 1950s there were thirty five British brands of light van, lorry and passenger vehicle chassis manufacturers in the UK exhibiting at Earls Court. True,



that included the Reliant three-wheeler and 'Multiwheeler', which by then wasn't manufacturing the pre-war 'Anaconda' tractor unit, so what was the company making? In contrast, there were only three foreign manufacturers – Volswagen, Renault and Citroen, although Volvo and Mercedes would start importing bonneted chassis from 1956.

On the bodybuilding side, there were over 200 companies listed in the 'bodywork' section of 'The British Commercial Vehicle Industry' year book, produced by the publisher of 'The Commercial Motor' aimed at attracting overseas customers for Britishbuilt commercial vehicles – although this included passenger bodies, trailers and tankers. Some worked on a national basis,





Above: Here's a Commer 'Superpoise' based van built to deliver 'Crown' bread – not the paint of the same name. Obviously foodstuffs required a cool environment and rotary ventilators were the answer, before the widespread adoption of refrigerated bodies.

Right: This Flettner advert regularly appeared in Commercial Motor for many years.

Below: This Austin 'Loadstar' chassis has been fitted with an insulated body to deliver meat for the London Central Meat Company.





while many were smaller local suppliers and dealerships, primarily geared to serve local customers.

LOOKING TO THE FUTURE -BUT A PROUD HISTORY

But here's the interesting bit. To supply all the specialist components needed in order to construct a commercial vehicle body, there was another – almost hidden – industry. Specialist manufacturers making door hinges, locking mechanisms, roller shutters the fasteners – and all the internal fittings, shelves and racking required to complete the job. Manufacturers like who?

Perhaps the most famous – and certainly one of the longest lived – is Albert Jagger Limited, based in Walsall, West Midlands. This company was founded back in 1887.

Amazingly, despite the massive contraction of the British manufacturing sector over the last 50 years – a retraction to the extent that there is now no British-owned manufacturer of motor vehicles in this country apart from Morgan cars and, at a push, JCB – it's surprising that there are enough bodybuilders left in the UK for companies like Albert Jagger to supply. But remarkably, there are.

But a look through any catalogue of suppliers of components for commercial vehicle bodywork should also throw-up another famous name – one that has been a part of the British transport industry since... Well, since it was still an industry that had not been taken over, merged or shut down by a foreign competitor. That company, Flettner Ventilator, like Albert Jagger, not only still survives, but is still prospering today with a new range about to come to the market as you read this. Yes, you're right – it's not every day that Vintage Roadscene gets to report on a brand new British-owned product in the



commercial vehicle world. But this is such a day!

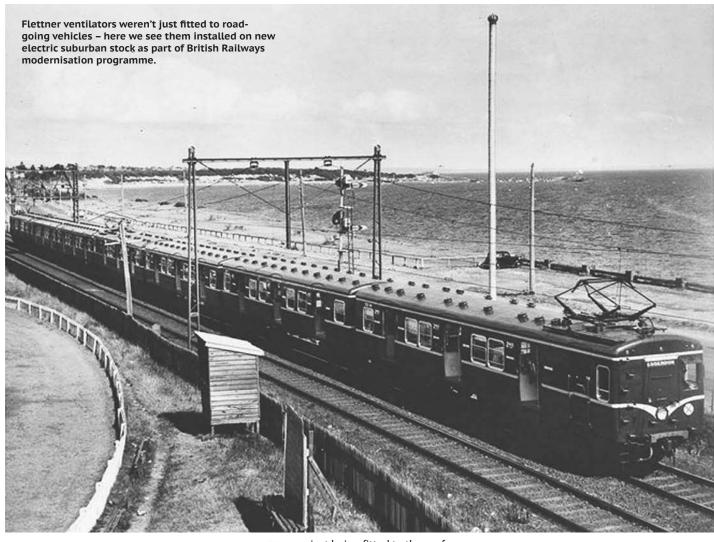
HOW IT ALL STARTED

Developed in the 1920s by German-born Anton Flettner, the design of the rotor uses what is termed the 'Magnus Effect' – which I'm told is still used as a means of propulsion for some ships today. Perhaps the most dramatic example of this original application was the 'Flettner Rotor Ship'. Instead of sails, steam or motor propulsion, this featured two giant vertical rotors some 65 feet high above the deck and successfully sailed across the Atlantic to New York in 1927, reaching speeds of up to 17 knots. Which in those days was quite something.

So how did we get from ships to commercial vehicle ventilators? Good question. The Flettner designs were



Above: And here we have the prototype – or at least the same type – of van featured for decades in that Flettner advert. It's an Austin K8 or 'Three-Way'; this one was operated by Scotts in Northern Ireland.



Above: Here's what the modern Flettner ventilators look like.

purchased by one Walter Stern in 1931, who then founded British Flettner Ventilator Limited and started manufacturing wind-driven rotary ventilators for commercial vehicle bodies. Originally, the rotary ventilator units – available in a number of different sizes – were made entirely of metal, with the '417' design becoming the most popular. Flettner 417s were fitted to transport vehicles of all kinds – not only in the UK, but in export markets such as Australia, South Africa and Europe.

As commercial vehicle enthusiasts, we might think of ventilators in the context of

just being fitted to the roofs of factory panel vans and larger box vans, primarily where foodstuffs were transported but, in fact, the market for them was far wider than that. Units were installed on railway carriages, trams, buses and coaches, emergency vehicles and vehicles designed to transport animals, such as horseboxes, as well as mobile shops and libraries.

CHANGING TIMES

The 1970s was a period of big change in the transport sector, with increased weights and higher speeds, thanks largely to the availability of motorways. But there were



Above: And here's a close-up of the modern 'TCX-2' design.

also increasing problems of delays caused by increasing traffic congestion, making it even more important to keep delicate loads at the right temperature. There were also developments in new materials, of course, and in the late 1970s, Flettner switched from metal construction to polymer (plastic) for the manufacture of ventilators and shutters.

In the early 1980s, there were more significant developments. While the UK chassis manufacturing base was imploding, Flettner introduced the 'Flettner 2000' – an updated design based on the 417. Thanks to lightweight plastics construction, the claim to fame of the Flettner 2000 was that it could extract a greater volume of air at lower speeds – it required less wind to do the job, in other words. This design has since been fitted to a wide variety of commercial vehicle bodies as well as to trains, caravans and RVs – and even boats and buildings.

More recently, in 2006, the patented Flettner 'TCX-2' was launched. Manufactured in high grade plastic, this model offers even greater efficiency, with an improved, more robust spindle design and the option of a special narrow base to enable installation on ribbed roof designs often fitted to factory panel vans.





Above: 'FIT THE BEST, FIT A FLETTNER'. Here we have a more recent Flettner advert showing the installation of the rotary ventilators on Transit vans used by the power utilities.

A TIME LINE

In 2015, Flettner moved it's UK headquarters to a business park in Milton Keynes but, unlike much of the industry it was set-up to serve, the company has remained a familyowned business. Today, Flettner ventilators are fitted to the Transit vans manufactured by Ford in Turkey, just as they were to the original Transit, produced, as Ford proclaimed at the time, in Southampton, 'The Home of the Transit'.

The ventilators were also fitted to the forerunner of the Transit, the cab-over-engine 400E, although it was not possible to fit them to the previous E83W, on account of the factory panel van having a fabric roof insert! This might help explain why some customers had to commission a commercial vehicle bodybuilder to construct a 'proper' van body on an E83W chassis/scuttle. This was the only way to acquire a van body with a solid roof, onto which a ventilator could be installed.

But the most famous Flettner installation of all time? A hard one to pin down. It must have been a big day at Flettner, when a rather special Foden horsebox made the advert on the front cover of 'The Commercial Motor', as this featured Flettner ventilators on the roof – although, of course, they're not easy to spot unless you're looking for them. The longest-lived application showing the installation of Flettner ventilators? That's an easy one – the Flettner advert featuring an Austin 'Three-way' van.

This first appeared back in the early 1950s, when this stylish factory-built delivery van

Above: Here's another more recent Flettner advert aimed at the professional trade user of vans, reminding them to specify a Flettner ventilator on any new van because "Ventilation is Essential." You can't argue with that...

would have featured in many distribution fleets, as well as those delivering everything from laundry to bread and chemicals to gin. The Flettner advert was usually to be found at the back of transport magazines of the era such as 'The Commercial Motor', in the classified section – but continued to be placed long after any Austin Three-way vans remained in service!

The date of the last insertion is hard to pinpoint – unless you have a complete run of Commercial Motor magazines and nothing else to do in your life, that is. But from memory, the same advert could still be found in CM (as it subsequently was rebranded) into the 1970s! Only the Albert Jagger catalogue rivalled it for featuring components that had remained unchanged for so long.

CONCLUSION

While the latest Flettner products might be outside Vintage Roadscene magazine's terms of reference, it's unusual to run through the specification of any commercial vehicle and find a product that has changed so little over the last decades. One that is still recognisable – and could still do the same job – on a new vehicle built today. And yet there has been plenty of innovation. Commercial vehicles in the pre-war and immediate post-war period struggled to top 30 mph, even when ignoring the speed limits. Today, most factory panel vans will top 100 mph - fully loaded. As Flettner's current managing director, Pascal Lenferink would have it, Flettner products are a classic example of "German thoroughness, made in Britain". He puts the success of the company down to sticking to the principals of "The Three Cs." That's Creativity, having the right Culture and being successful in Commerce. You can't argue with

So there you have it – a manufacturer with German origins that has remained part of the British transport industry for more than 70 years and is still successfully introducing new products. Sadly, there are all too few manufacturers that can share that kind of track record.

How many more can you name?



Slimline Launch

As we've seen, the history of Flettner Ventilators is directly linked to changes in the commercial vehicle market. All-metal construction has been replaced by the use of plastics in the construction of the units. And with the introduction of the LPV, a new more powerful ventilator was adopted. The launch of the TCX-2 was ten years ago.

It's now time for a new generation of Flettner ventilators – the low-profile 'Slimline'.

Claimed to be the lowest profile ventilator in the world and designed to fit any type of roof, the new Slimline is available in black or white and can even be fitted to vehicles with roof racks.

Heralding the start of a new era at Flettner the low-profile Slimline is being launched at the 2018 Commercial Vehicle Show at the NEC.



HENRY LONG TRANSPORT

Stuart Emmett worked for the Bradford-based haulier and gives us an insight into the workings of the business.

enry Long was one the major hauliers in Bradford until the late 1980s. I first knew the company in the mid-1960s, when the name was Henry Long (Manningham)

Ltd, and it was based at Church Street in Manningham Bradford, alongside the Children's hospital. I then worked for Henry Long from the mid-1980s, by which time the company was known as Henry Long Transport Limited (HLT), and was based on Northside Road, which is just behind where the large Grattan mail order offices were and near to the Bradford ambulance depot.

Originally this was very much a traditional family-owned haulier, carrying wool products, packed into hessian bales. To do this work the company had a mainly AEC fleet, fitted with platform bodies, with a canopy over the cab, to enable more bales to be carried, while some pulled two-axle draw-bar trailers. Henry Long also had a contract with Heinz, to distribute cartons of baked beans, soups and so on, to corner shops. There were no large supermarkets with regional distribution centres in those days, so if one case of beans was wanted, one carton you got.

Courtaulds was an important textile client and Longs operated vehicles from Bradford and to other plants in Deeside and Grimsby. The Heinz work seems to be have been operated with vehicles in Heinz livery, and I recall seeing a Bedford S Type 5 or 7 ton van in the 1950s.

Sold to Ocean Group

In the 1970s, Henry Long – or more correctly Harold Long, as he was in charge by this time – sold the business to the Ocean Group, a large shipping company which was diversifying into land transport and freight forwarding, with companies like McGregor Cory Cargo Services.



Above: An older AEC four-wheeler in the original red livery. Some of these pictures are not the best quality. If anybody has more pictures of Henry Long Transport lorries, we would be pleased to use them in a follow-up article...



Above: An AEC'tin-front' Matador, OKW 202 (Bradford, early 1958), loading press packed bales of wool in a typical mill yard location. Note the abbreviation 'M'Gham' for Manningham on the headboard. (Pictures from Stuart Emmett collection. If anyone has any copyright issues, please contact the editor)

Longs had earlier bought out a local removal company called George Pickersgill and Sons Ltd, which literally went back to horse and cart operations in the late 1800s. This was not part of the sale to Ocean and it was, at least in the 1980s, run by Harold Longs daughter and her husband. This company still trades today.

Ocean proceeded to steer the company away from much of the traditional work. Indeed, the Bradford wool industry had been in decline from the 1950s and, certainly by the 1980s, the industry effectively became terminal. Ocean was successful in bringing a contract with Boots the Chemist and, in the mid-1980s, HLT had around 10 rigid vans with tail lifts on the work. This involved receiving nightly trunks from Boots in Nottingham, which were often carried out by, I think, Stirland's, part of the Transport Development Group. HLT then delivered the goods to all the Boots stores in West Yorkshire.

HLT arranged a good synergy with Heinz and Boots, whereby the Heinz baby food products for Boots were brought to Bradford with the Heinz products for store distribution. We sorted the baby food into Boots Regional Distribution Centre (RDC) destinations and then return loaded the Boots trunkers that brought the West Yorkshire Boots store traffic into HLT. All parties gained from such a smart operation.

Additional work was with other Ocean companies like Transflash in Bradford. This was a freight forwarder bought out by Ocean, and an early pioneer of operating groupage services into Europe, using trailers via roll-on/roll-off ferries or earlier, with lift-on/lift-off 'Lancashire flats'. Longs provided traction and the tilt trailers and did some local collection and delivery work for other forwarders as well as Transflash. Additionally, Ocean secured a small tanker contract in Grimsby.

Sold to Albert Fishers PLC

Another change in ownership took place in the early 1980s, when Henry Long Transport was bought by the Albert Fisher Group plc (AFG). This company reflected what had been happening in the UK food retail trade, where the rapidly growing supermarket companies required a one-stop shop supplier for their fruit and vegetables all year round. Clearly, it was inappropriate for them to buy from all the locally-based wholesale fruit and vegetable markets that were the main channel of distribution at the time. AFG went on to become a group of many small companies which specialised in trading in fish, fruit and vegetables, as well as companies growing and supplying potatoes, making cheese and producing canned vegetable products. Indeed, in the 1980s, the then second largest baked bean supplier in the UK became part of AFG.

On the transport side, HLT had earlier bought the local Mercedes lorry dealership called Northside Trucks. When I joined HLT in 1985, the fleet was therefore 100% Mercedes, and had also recently bought Charles Sydney, the local Mercedes car franchise. The truck and car franchises were run as separate operations under AFG control, as the Divisional Managing Director of the Bradford-based Mercedes franchises and the HLT operations was also on the AFG main board.

HLT fleet from the mid-1980s

So, what did Henry Long Transport do in the mid to late 1980s?

The Mercedes fleet was divided approximately as follows:

- One 3.5 tonne van for small drop work, such as delivering Action Games and Toys; accordingly it was known as the 'Action Van'; we also painted this name on the back doors of the van
- Two 7.5 tonnes GVW curtain-siders; one was regularly used as a 'hot shot' for emergency work, while the other had a high body for the relatively lightweight Johnson Wax products, which we received in bulk and picked for individual deliveries. It was known internally as 'The Wax Motor' and the same driver was kept on this work, who went on to become a magician at shortcutting vehicle queues at supermarket shop backdoors.
- Ten 16 tonnes GVW, mainly Tautliners, used for general work, but mostly collecting and delivering multi-drop loads for companies like Taurus tyres, Grosch beer, along with pallets and cartons/cases/drums of general cargo, for many different companies. This work was called radial distribution in HLT-speak!
- Ten 16 tonnes GVW Vans with tail lifts for the Boots the Chemist work. These were only required for one early shift and if needed we were able to use them for afternoon local radial work.

- Six 32/38 tonnes GCW, on continental work for freight forwarders.
- Six 38 tonnes GCW, on Heinz and Pedigree Petfood work, mainly inbound night trunking and then outbound, often with timed full load day deliveries.

Both these large companies had very professional people working for them and it was a pleasure to work with them both.

Pedigree, part of Mars, especially impressed me with their management of transport companies. Service standards were closely monitored, and a no blame open investigation followed if they fell below the targets. Sometimes they would be at fault, sometimes it was the end client and sometimes it was down to us. When it was our fault, this then kicked in an escalation 'for action' procedure, which meant say no rate increase for X% failures and finally 'bibi time' for too many!

Conversely, for our higher performance above the standards, there would be an encouragement to tender for other traffic, 'smiling' on requests for rate increases etc. This meant you continually and objectively knew where you were, and it did not come down to the once a year review where there could too easily be the subjective 'you did/we did not' confrontational style.

From a transport point of view, the Heinz and Pedigree traffic was very similar (although with one for human consumers and the other for animals). However, for Heinz, to maximise payload, flats and sheeting were acceptable, while Pedigree insisted on covered curtainsiders. This always seemed the wrong way round to me. The six vehicles mainly used were also regularly used on radial distribution work, meaning there were often other double shifting opportunities.

One example was to move trailers to/from Hull docks, inbound full of Grolsch beer (the one with the swing top bottle) and outbound with crates of empty bottles. The Grolsch beer was then delivered out by the radial fleet and the empties collected back. Well, most of them were, as there was a loss rate from the retailers and especially the wholesalers; many bottles also came back with the swing tops missing as these had become a fashion accessory. From time to time we were asked to keep a record of where these bottles had come from, so I assume this was to enable Grolsch to take some action.

Expansion and new business needed

It was important to try and expand and protect the business, as the traditional retail work changed, when the major supermarkets moved towards having Regional Distribution Centres (RDCs). Therefore, multi-drop deliveries from suppliers to stores were replaced by loads into RDCs. This caused difficulties for HLT, as we could not really compete on full trailer work, as we had



Above: A Henry Long AEC eight-wheeler, GKW 72 (Bradford, 1950), with a draw-bar trailer.



Above: Another AEC Mammoth Major Mk III eight-wheeler and draw-bar trailer, new around the same time, with a high load of wool bales.



Above: An AEC Mandator Mk V tractor unit, UKY 644 (Bradford, early 1961), with a single-axle trailer. Fleet no 64 is carrying another high load, well roped and sheeted, and has a 'Mammoth Major' Grille badge.



Above: Another AEC Mandator Mk V tractor unit, fleet no 92, AAK 234B (Bradford, 1964), with a well-loaded tandem-axle platform trailer.



Above: An AEC Mammoth Major Mk V and draw-bar trailer with another typical high well-roped and sheeted load.



Above: A low-level shot of another AEC MkV eight-wheeler and trailer, fleet no 87, TSA 673 (Aberdeenshire, 1960 – suggesting it came to Henry Long second-



Above: A 1966 Leyland with LAD cab, fleet no 85, FKW 260D, in the newer warehouse with a tandem-axle trailer. In the late 1980s, Longs bought an LAD cabbed rigid flat (with a xxxx BT registration) to renovate. It would have a canopy fitted over the cab and was to be used in carnivals and for general PR. It was partly renovated before the sale of HLT and I have no idea what happened to it.



Above: Two 1958 Bedford S types, OKW 406/407, in Heinz livery. These were vans with side curtains – this was well before Tautliners – probably seen outside Church Street, and with the Pickersgill name on the cab doors.

no desire to move into such commodity priced work, based mainly on the cheapest price, as well as not being 'geared up' for such work.

However, smaller suppliers to the supermarkets still had to get their products to the RDCs, as well as some direct to the stores, so we concentrated on this work. This commonly was 'break bulk' work, that involved collecting or receiving full loads into our depot, breaking down the bulk of say two pallets of one product into eight deliveries. Additionally, we also received and sometimes collected, and then stored products before receiving daily orders for delivery.

Besides those already mentioned, other clients worked for included John Layton, food ingredient suppliers, with storing, picking and the delivery of products like Allinsons flour, and Lyons Cakes, storing of varied ingredient commodities that were bought, say, once a year, and then fed into the company's factory, as required, during the year.

Our efforts to grow such business was reasonably successful and within two years 55% of the turnover came from new clients. This only happened with good teamwork from everyone in the company, well, at least 95% of them, there is always a minority 5% who can take up 95% of

your time...

The radial work also involved collections for forwarders, to feed into their European or international work, indeed we were daily in most UK cities within 100 miles of Bradford, as well three times a week in the Midlands and twice a week to the other main centres, like London and Glasgow. Of course, doing collections as well as deliveries lessened our need for return loading and from London; we had regular collections of 6/10 pallets from one client for one or two pallet deliveries in the north.

We also opened, at short notice, a two vehicle depot in Falkirk, Scotland, principally for Grolsch beer and then expanded this operation further. Initially, we used part of an AFG group company's warehouse and later, when we could see its merits and success, we moved to newer and larger self-contained premises. We gained one very good client, simply because of an advertising slogan painted on the rear doors of the two vehicles based there.

The artics we ran into Europe for our forwarder clients followed on from them offering groupage or less than trailer load (LTL) services, so we provided the transport to the European destinations. We did the following European work:

- Two 32-tonners, one leaving on Wednesday and the other on Friday, into Belgium, doing multi-drop deliveries and returning with varied traffic.
- Two 38-tonners, one leaving every weekend to Barcelona in Spain, returning with varied traffic.
- One 38-tonner left every week for the Ruhr in Germany, on an inter-factory shuttle for an electronics company.

On this work, we always used the same drivers, who soon got to know the client's customers and acted as 'ambassadors' to the forwarder clients. In this simple way, we were able to command more reasonable prices. We had other vehicles and a few capable drivers available for extra European work, but, we kept away from offering an ondemand spot European service, again, because of the commodity-style of low prices.

To get to a higher level of varied work with, as far as possible, cross fleet working, we made many changes. This involved us in altering the profile of the company, from only being projected as a traditional company, to one that was up to date and modern, but also with a proud pedigree. This involved serious marketing and exhibiting at shows, along with updating the livery, (such as replacing three or four different styles of lettering on the vehicles into one common style). The livery was therefore brightened and moved away from having been all red with some yellow, to have more yellow, along with a new HLT logo.

We also updated the depot and cleaned/ re-painted the warehouses, which before were three separate buildings, and made them fit for purpose, with brighter lights and connectivity between the separate buildings. Pallet racking was erected, and cleaner and quieter battery trucks were used internally. We also rented out office space to forwarders, a business we understood, as two of the directors had a freight forwarding background.



Above: Henry Long moved to Mercedes for its vehicles, like this 1932 tractor unit, fleet no 172, BKY 91L (Bradford, April 1973), seen being loaded with Heinz products at Wigan.

Towards the end of HLT

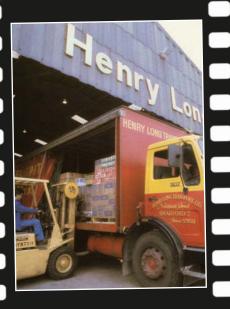
In the late 1980s, we had started to plan for a national pallet service, something which decades later would be commonly offered – when it has



Above: A Mercedes-Benz 2028 three-axle tractor unit, A 807 KCP, with a tandem flat trailer, at the side of the Northside Road depot. Northside Road is in the far distance and the site continued about the same distance in front of the Mercedes. The building immediately on the left was the former Heinz warehouse, which was latterly fully pallet racked.



Above: In Ocean/McGregor Cory pale red, this 1979 Mercedes unit AVH 426V, operated on a contract in Grimsby, which was relinquished to NFC Tankfreight in the early 1980s.





Above: These are pictures from an AFG annual report. The cab door shows an early attempt to clean up the lettering styles, while a pallet of Johnsons Wax products was being posed for the photographer. The other posed shot is of Heinz products being loaded, showing the old-style script writing on the doors, another lettering style on the roof canopy, with yet another style just be seen on vehicle's body and curtain sides.

also become a commodity priced market! With a working title of 'Pluk-It' (for Pallet Line UK), it seemed a very logical move, not only because of our existing work in this area, but also to capture a market where, although used to overnight and timed parcel deliveries, the same service for pallets was not being offered.

We noticed at the time that one of the major parcel traffic leaders, TNT, which effectively had pioneered 'overnight' in the UK by operating a central hub, had a fleet of rigids with tail-lifts. However it seemed its central hub was not built to handle large volumes of 1200 kilo pallets. We did our operational analysis and calculations and reckoned it would work and should make us market leaders.

We choose not to go the central hub route and, as we already the Falkirk depot, we reckoned another two depots would be enough to start with, and then possibly another two later. We also intended to offer other services like we did in Bradford, therefore we would not be 100% reliant on only using the depots for Pluk-it. I recall these other depots would be called 'CUTs' (common user terminals).

We then started to look around to purchase suitable and compatible companies to give us a quick market entry.

The end for Henry Longs

However, this bright new future was not to be. AFG, our parent company, once 'a darling of the City', had got itself into financial problems. Additionally, the return on capital ratio (ROCE) was revised and was now, practically, impossible to achieve; indeed no company was achieving such ROCE ratios in our type of business.

One of the companies we had talked about purchasing a few years earlier, A-One Transport of Leeds, which had then sold out to a higher bidder, soon came in and bought HLT from AFG, in late 1989. Our Managing Director was not part of the deal, a month later, neither was I, and another month afterwards the transport director was also paid off. While the finance director, accountant and the director in charge of the Boots operation stayed on, A-One was later to collapse. A pity, as we were quite distinct companies operationally and so the two parts could and should have made a good business, had they been effectively joined.

■ Thanks to house moves, I have lost much material and photographs. Therefore, the above has mainly come from memory, and this is not infallible. I would be delighted to see more pictures and shared memories, which can be forwarded via the Editor.



Above: The new livery. I never liked the free Powerliner advertising for Mercedes on the visor and I should have asked them for a contribution, or alternatively, had the visor over-painted. This is a 1987 Mercedes, E200 FCP, with client Duforest International's step-frame tilt trailer, back at Dover on a trip to Italy.

Bus Company Vans

Phil Moth has put together an interesting selection of pictures from his PM Photography archives, showing bus company service vans.



Above: Aldershot & District's distinctive livery of two-tone green and cream must have looked good on JHO 152, a Morris PV used by the publicity department. New in 1951, it was in use for eight years, ferrying paperwork between depots and offices, before being traded in to local garage, Charters of Aldershot. Note the illuminated headboard bearing the fleet name. (All pictures, PM Photography)

here has always been a lot of interest from many enthusiasts in the different vehicles which bus companies use 'behind the scenes' to help keep their services going. In the past, these usually included breakdown lorries, sometimes converted from old buses or ex-military vehicles for the heavier types. These days, specialised companies' services seem to have taken over.

There is still seems to be a need for the odd light van, for the staff maintaining bus shelters, putting up publicity posters and similar duties, although they are less likely to be finished in the bus companies' attractive colour schemes.

Here we have a selection of light vehicles,



Above: Parked in the same position at Aldershot Bus Station as the Morris, albeit the other way round, is this Bedford CA, GOR 536D. This van was new to Aldershot & District late in 1966 and was one of nine in use throughout the 1960s. In this view, it carries the number 4, as it is seen in 1972 shortly after Aldershot & District and Thames Valley had joined forces to become Alder Valley, it would later be repainted into NBC red livery.

arranged with the operators' names in alphabetical order, used by a range of companies, from municipals to area companies, plus some independents, from the 1950s to the 1970s, right across Great Britain. They will appeal particularly to enthusiasts interested in buses, vans and modellers, while bringing back memories of how the 'roadscene' used to be and how it has changed over three years.





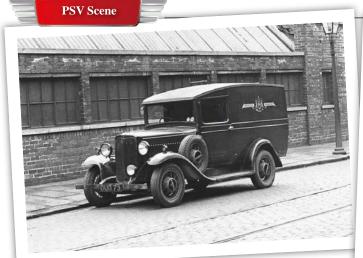








- 1: Morris J2, VLJ 829, went on the road in 1957 with Bournemouth Corporation and is seen here as a support vehicle for the last day of trolleybus operation. Bournemouth was one of the last British trolleybus systems, closing on 20th April 1969, the event attracting hundreds of enthusiasts to travel on the farewell journeys.
- 2: This Brighton Hove & District Bedford J Type integral van was new in late 1959 and is seen here the following spring, parked on Marine Parade. It served BH&D for about ten years, before the company was absorbed into Southdown, which did not take the van into stock and it was sold. The registration number RNJ 2 would probably be worth a fortune these days!
- 3: Seen when almost new, a year or so before the Bristol Omnibus Company became part of the National Bus Company, is this Ford Transit. Sadly, it would not be long before WHY 649H would lose the attractive Tilling green and cream colour scheme, to be painted in to rather drab NBC green.
 4: Standing outside Eastbourne Transport's Churchdale Road depot is this Morris LD van. 859 FUW had been acquired second-hand in 1966, and must have given good service in the South Coast town as it was not sold until 1978.
- 5: Greater Manchester Transport operated a large number of vehicles in its support fleet. One of the smallest examples was this Austin Mini pick up ANE 31T. Painted bright orange and white, it seems to be carrying a weighty load.
- 6: The largest operator in Northern Scotland was Highland Omnibuses, a company which relied on a fleet of service vans and trucks to keep the fleet going, often in difficult circumstances, because of the weather and terrain. NS 5625 was a 1964 Austin J4, shown here kitted out with its canvas tilt, in the back of Dornoch garage. It was acquired in 1967 by Highland, from a Mr Mcgregor of Dornoch, a town on the east coast of Scotland.





Above left: A nostalgic view of Leeds City Transport's weather-worn Bedford BYC van in the early 1950s. DUG 73 was new to the transport department in 1936 and obviously served them well for almost 20 years. Above right: Land Rovers have proved very useful to bus operators, being capable of carrying out all kinds of tasks. 'Towing' is painted on the bumper of this Maidstone and District example. 896 RKR was one of four operated by M&D throughout the 1960s. Dating from 1961, this one was replaced by an 'F'-registration model in December 1967.



Above: Premier Travel of Cambridge was one of the largest independent operators in East Anglia, with extensive express and private hire services, along with numerous bus routes. The plastic covering still on the seats would suggest this picture of Morris Mini van, 781 BVE, was taken when it was just a few days old late in 1962.

Left: Smith's Coaches was a large company based in Reading. Its distinctive orange and dark blue livery coaches were a common sight at many south coast resorts during the summer season. The company also operated a fleet of well turned-out double-deckers on schools and contract work, and two ex-Leeds Leylands can be seen behind VRD 876, a 1960 Ford Thames 300E in use as a service van.



- 1: Southdown operated a large number of various models of 10 cwt Morris vans in post-war years. RCD 610, a Morris J of 1955 vintage, is seen standing outside the office in Pool Valley, Brighton. Fleet number V.10 appears to have been coming to the end of its life, judging by the rust around the door-frame.
- 2: Tucked away at the back of the Stratford Blue depot is this Morris Minor pick-up, PNX 189F, along with a former military Austin K9, RWD 567G, which was in use for towing buses. This was 1970, the year the company was absorbed into Midland Red, both vehicles passed to this company, although the Morris was not used, as it had sustained accident damage. The Austin was soon to be repainted in white livery, but only lasted a couple of years.
- 3: Thames Valley's Newbury depot was the location of this view of Commer Cob, MRX 113. Together with sister van, MRX 114, it served the Thames Valley company from 1956 to the mid-1960s.









Suddenly it's the 1970s and you need a maximum weight tractor



Above: The bonneted Mercedes-Benz L Series was popular through the late 1960s and 1970s with some operators, like Lenham Storage of Kent, in whose livery this 1418, MEG 916P (Peterborough, 1976) has been restored. (Mike Forbes, unless stated otherwise)

Right: The forward control Mercedes-Benz LP1418 made more of an impact with fleets large and small during the 1970s, like GUC 149M (London, 1974) of Silver Roadways. (Edward Beazley, Jim King collection)

ercedes-Benz, Scania and Volvo are the next group of manufacturers of 32 ton gcw tractor units, of those plying their trade in the UK during the 1970s, to be considered in this instalment. These three marques are grouped together as they were in the vanguard of the European invasion, setting up their UK operations during the mid-1960s.

Both Mercedes-Benz and Volvo had been trialling their lorries in the UK, well in advance of the start of their official lorry import businesses during the 1960s. I believe that the first Volvo truck on UK roads, a two axle rigid, was in service during 1963 – and Mercedes-Benz was hard on its heels. And, as I discovered in researching this article, Scania (or Scania Vabis, as it was then known) were not far behind, importing trucks to the UK from 1966.

Mercedes-Benz had already established a reputation in the UK, both pre and post-World War II, with its expensive, high quality cars. Before World War II, Mercedes also had a relatively brief presence in the UK lorry market – but the company's UK commercial vehicle connection goes even further back to pre-World War I days.

Daimler, along with Benz, was one of the two major constituent companies, of what was to become the mighty Mercedes-Benz company we know today. And Daimler was then a supplier of buses to Thomas Tilling, a major operator in London. These vehicles were badged as Milnes-Daimlers, to reflect

Right: This Mercedes 1622, TJA 691R, seen on the London to Brighton run, has been restored to represent vehicles in the owner's family's fleet in the 1970s.

the involvement of UK importer, George F Milnes and Co, who sold Daimler cars, lorries and buses in the British Empire. Milnes Daimler vehicles were very popular and it is reputed that some 600 of its single and double-deck buses were in UK service in the early 1900s.

The initial offerings from Mercedes-Benz UK during the 1960s included a short-nosed normal control or conventional, the L Series, and the very neat, but slightly old fashioned, forward control cabbed LP range. The bonneted L Series proved to be surprisingly popular with UK customers – a product of its, light weight and compact dimensions which, though a normal control unit, enabled it to couple to a 40 ft trailer and remain within legal length dimensions.

Neither L or LP models were particularly powerful, even by the low UK standards of the day. But they both had well-made allsteel cabs and were easy to drive. However, Mercedes-Benz recognised that if it was to grow in the UK tractor market it would have to have a range that was both more modern and better suited to local conditions.

Thus, from the late 1960s, the company's maximum weight tractor offerings were considerably better suited to UK hauliers' requirements. Though the short-nosed L Series conventional continued on sale well into the 1970s, Mercedes-Benz's heavy lifting in the UK tractor market at the start of the



decade was concentrated on the LP/LPS tractor range.

These forward control cabbed units were an imposing sight, by the standards of the time, with their big – but boxy – cabs. Available in day cab and factory sleeper formats, the LP/LPS range did much to cement Mercedes-Benz's footing in the UK. This range was available, dependent on model, with engines developing between 180 and 240hp.

A very few years later, Mercedes-Benz upped its game again – and suddenly, for the company, it was the 1970s with the launch of the New Generation range of rigids and tractor units. These new lorries featured the best of current technology available at that date – and they looked like they did too.

The New Generation was all new, as its name implied – and its advanced mechanics were topped off by a streamlined tilt cab, which offered class leading standards of driver comfort. The New Generation range covered everything from 10 ton gross rigid chassis through to maximum weight 4x2/6x2/6x4 tractors with day or sleeper cabs.

Amongst its advanced technology the New Generation range introduced V6 and V8 engines to the UK tractor unit buyer. While the Darlington-built Cummins V8 and Perkins V8 engines had made inroads into the UK market, Mercedes New Generation trucks were the ones that made these engine configurations commonplace.

As an aside, I remember the German press





Above: Mercedes-Benz lorries had been available on the UK market in the 1930s, like this 1931 example, in use with a showman some years later.

Right: The Scania 80 and later 81 Series certainly made their mark on the UK haulage scene in the 1970s, to the extent that a number have entered the ranks of preserved vehicles, like this one seen at the Gaydon 'Retro' show.

launch of the New Generation – and, as a very new and very green reporter on Motor Transport, being blown away with all the razzmatazz and the vast range of vehicles on hand for demonstration purposes. You have to remember that my progress to being a Motor Transport reporter had included an apprenticeship, then through various depot/area fleet engineering roles – a working life, which was grey, grim and earnest.

Held at the Worth plant, where the New Generation was made, the press launch included a session on the factory's high speed bowl. My driver was an elderly, taciturn German, who smoked a pipe (this becomes relevant later in this story). We set off onto the high speed, banked bowl and as the speed increased we climbed higher up the walls of the bowl, with me hanging onto the grab handle for dear life. I was terrified for two reasons; firstly, I'd never been so fast in a lorry before and secondly, never been on a banked track.

I was further shaken when I looked down on the driver nearly vertically below me, to see that he had no hands on the wheel and was engrossed in filling his pipe with tobacco. He



looked up and through a thin smile said, "How do you like this English, it is good, ya?" I just whimpered a little and hoped I was not going to die.

From the launch of the New Generation range, Mercedes-Benz became a major player in the UK truck market. The range appealed to major own account fleets, hauliers and owner-drivers, ensuring the company's UK success to this day.

Scania Vabis, as it was then, was also an early incomer to the UK, opening its first office in this country in late 1964. Initially, the company concentrated its UK efforts on engines, no doubt for industrial and marine applications, sectors in which the company is still well known. Alongside its engine sales operations, Scania Vabis spent two years setting up a

small UK distributor network.

Then, in late 1966, the company was ready to begin importing vehicles – indeed I have an advertisement from a December 1966 issue of Motor Transport promoting its LB 75 tractor. This model had a state of the art driveline with a 225hp, turbocharged engine and a 10 speed synchromesh gearbox under its bulbous cab. Initial sales were slow with just 122 being sold in 1967.

But, Scania (as it became after Saab took over Scania Vabis in 1969) introduced the model ranges that would see it through – with ongoing development – the next decade. These were the 80, 110 and 140 models, powered respectively with 8 and 11 litre turbocharged inline six engines and a turbocharged 14 litre V8 engine in the range-



Left: In a picture from the forthcoming Road Haulage Archive issue 'Wellknown Names', among the continental vehicles making inroads into the Crow fleet in the 1970s was this Scania 110 Super, fleet no 92, GUL 78J (London, 1971), seen in the yard with a tandem-axle tank trailer, running at the then maximum weight of 32 tons. A Volvo F86 can be seen in the background. (PM Photography)

Below: Another shot from the Gaydon Retro Show sees a later Scania 111 and V8-powered 141 from the preserved fleet of J & M Murdoch of Paisley. (Len Jefferies)

topping 140).

In your scribe's humble opinion, these were very good looking lorries, thanks to a cab that looked right from the word go. It not only looked good, but like the cabs fitted to that of its bitter rival and countryman, Volvo, also provided exceptional levels of driver comfort. The tough Scandinavian winters ensured that Scania's new cab (available in lowline, highline and sleeper formats) was extremely well insulated, quiet and well equipped.

Scania – again like Volvo – was to breed a very high degree of UK customer loyalty. Also both these Swedish margues appealed to all types of operator, from owner-drivers to major own account operators - who mostly tended to stick with either the Scania or Volvo Swedish way of doing things for many decades.

Scania's progress through the 1970s was relatively straightforward – the basic cab design introduced at the beginning of the decade was subject to regular upgrades, as was the chassis and drivelines.

The middle part of the decade saw Scania

introduce more comprehensively updated models, with the launch of the expanded and heavily revised, more powerful and more efficient 81, 111 and 141 ranges. Needless to say, UK operators continued to buy Scania 81, 111 and 141 tractors (as well as its 2, 3 and 4

Volvo is the easiest of the three to state accurately when it sold its first tractor unit in the UK. It was 1967 and the vehicle in question was an F86 4x2 tractor unit, registered LNL 465E, bought by Thos Hutchinson Transport of Wark. Volvo re-acquired this unit many years ago, it was restored and displayed at the company's museum in Gottenberg, Sweden, before returning to the UK in recent years.

The Volvo F86 was an instant UK sales success - despite a specification that would have made many traditional hauliers throw up their hands in horror. Instead of a big displacement, low-revving engine, the F86 had a high-revving little 6.7 litre turbocharged engine.

This highly turbocharged unit was subject to continual development and was eventually available in power ratings of well over 200hp. To get the best out of it at 32 tons gcw, the little Volvo had a slick, all synchromesh, eight speed range change gearbox. And very quickly UK operators twigged that, despite its





Above: The first Volvo F86 tractor unit sold in the UK, now restored and back with Volvo.

Right: Another from the forthcoming Road Haulage Archive issue 'Well-known Names', London Brick Company used artics from time to time, including Volvos, like this F86, GKX 558N (Luton, 1974), with a Selfstak-equipped trailer. (PM Photography)

unusual driveline specification, the F86 could do the business on maximum weight short, medium and long haul work.

Drivers liked it as it was quiet, well heated and easy to get in and out of. And, while it was a day cab, it was roomy and I believe there was a factory bed option to enable the driver to overnight in it in relative comfort. From the operators' point of view the F86, despite its apparently highly stressed driveline, was both very reliable and fuel efficient – and its light weight ensured high payload capability.

Such was its popularity, Volvo did claim that the F86, in its prime, was the UK's best-selling lorry. Certainly they were a very common sight on the motorways – and you could also have F86 4x2 drawbar chassis, as well as six and eight-wheeler chassis. Another claim to fame for the F86 was that UK importer Ailsa Trucks assembled the model at its Scottish HQ, something the company also did with other Volvo models for many years.

The F86 took Volvo through most of the 1970s – along the way it benefitted



from continuous development. And in an extremely unusual move for the time, in 1976, the F86 range gained the option of a fully automatic gearbox, to even better suit the model to intensive urban traffic operations.

Towards the end of the 1970s, the F86 was gradually superceded by the F7 range,

which was immediately distinguishable by its modern Club of Four tilt cab (a joint venture between Volvo, DAF, Magirus and Saviem). The F7 carried on from where the F86 left off. As such, it continued to use a small capacity, turbocharged engine to great effect. It also was available with a proper sleeper cab, which further improved is driver appeal. All





in all, from the end of the 1970s the F7 range continued to build Volvo's already excellent UK reputation well into the 1980s.

While the F86 was Volvo's biggest selling truck in the UK, the company also offered the premium duty F88 range to cater for really heavy/long haul work. Introduced in the mid-1960s, the F88 was powered by a 10 litre engine, which offered initially offered 260hp, later increased to 290hp, driving through an eight speed, all synchromesh range change gearbox.

The F88 served Volvo well in the UK – it also appealed to drivers with an imposing and comfortable, tilting sleeper cab. Subject to



Above: The Volvo F88 and Scania 141 really came into their own when companies like Swains of Stretton began sending lorries across Europe and Astran even overland to the Middle East.



Above: The Volvos of the late 1970s, like the F1017 and F717s seen here, were much in demand on the second-hand market a few years later, a subject we covered a few years back.

a continuous development process, the F88 served as Volvo's UK flagship until 1977. Then it was all change at the top of the Volvo range with the introduction of the F10 and F12 ranges.

These new ranges, with 10 and 12 litre engines respectively, were a major step forward in driver comfort. The new F10/F12 cabs had sophisticated suspension, integrated air conditioning and excellent ergonomics. Needless to say, they were a major success with UK operators – success that grew with the launch of the high roof Globetrotter option pack, which added even more interior cab space and a host of extra features to make the driver's life on the road more comfortable.

■ In the next part of this mini-series we will, if Editor Mike sees fit, cover the Leyland Group's AEC, Guy, Leyland and Scammell maximum weight tractor units of the 1970s.

LORRIES ON TEST

Mike Forbes has selected some pictures of different lorries being road-tested from the Chris Hodge 'Stilltime' archive.

t is hardly surprising that many of the pictures in the Stilltime archive, taken for Commercial Motor and other transport and technical periodicals, depict vehicles being tested for features in the magazines. Most of the transport industry magazines included a road test in every issue, with the technical or engineering editor putting a vehicle through its paces, on or off-road, as appropriate.

Their findings were usually positive, with only minor 'niggles' to complain about and some road testers would have their own ideas about what was good or bad. Some kept these thoughts to themselves, others didn't. Having been involved with some of the road tests, on both sides, I have seen that most of the manufacturers sent one of their technical staff, to help and ensure that the road tester got the best from the vehicle: "You can change up now, it will take it..." to ensure the best fuel economy, and so on.

The lorries were always meticulously

prepared, and the road test would usually be abandoned if any issues were raised. In recent years – in fact, probably for the best part of 40-50 years –CM and the other magazines have had their own carefully surveyed specific routes over which all the different makers' vehicles would be tested against each other. For example, CM would take a all maximum weight artic up the west side of the country, using a mix of motorways and 'A' roads, with a few diversions through towns and over hills, to Scotland, across and down the east side, by an equally devious route. Tippers, lightweight lorries and vans all had their own routes too – so all was as fair and above board as possible.

This wasn't always the case. In some of the pictures here, it's obvious the vehicles went out on a route from the factory used regularly by the particular manufacturer. Other things have obviously changed over the years as well. Some lorry and bus chassis were delivered to the coachbuilders, as bare open chassis, while brake tests were carried





Above: A Thornycroft six-wheeler, believed to be a Mastiff MH/QR6 from around 1960, fitted with the glass-fibre cab built at the company's works, which had replaced the proprietary Motor Panels cab used in previous years. This very capable model was killed off soon after this, when the ACV take-over of the company favoured the AEC Marshall. The lorry, on Hampshire trade-plates, 485 HO, was making good progress, when pictured entering a roundabout. (CHC aat931)

Right: More off-road action, with an early Scammell Explorer, fitted with a wooden ballast box, pulling a draw-bar trailer, loaded with long metal tubing. The rope out of the front suggests it was being observed winching itself up the slope and out of the mud. (CHC abc409)







out on the public roads – admittedly usually quiet side roads but, nevertheless, you can almost see the 'elf 'n' safety' bods wringing their hands...

Most of the test vehicles were – and still are – loaded with concrete or steel blocks, usually of known individual weight, up to the maximum gross vehicle weight. These obviously need to be well-secured, so there are no nasty surprises when the braking and cornering tests are carried out.

One thing which often upsets things is the weather. We have featured vehicles being tested in the snow and ice in the past, but excessive heat or cold could upset fuel figures – not to mention the testers – while high winds or heavy rain could wreak havoc all round. Then you could get stuck in traffic, which would throw out the whole programme.

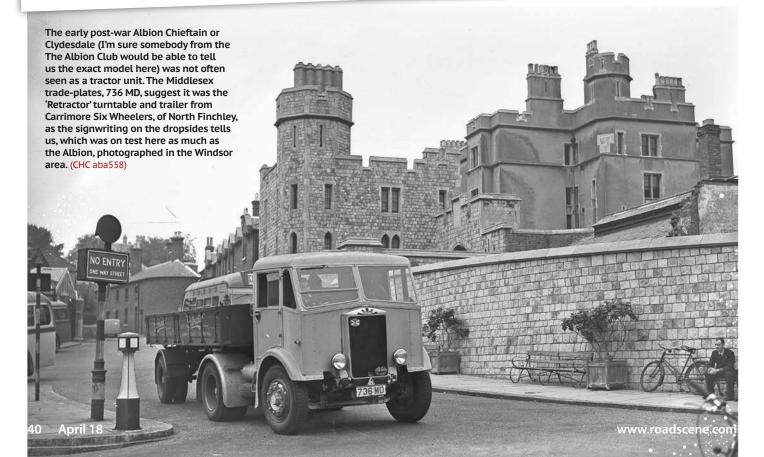
But before we start feeling too sorry for them, the testers and manufacturers' technical bods could usually enjoy a nice ride round the countryside in a new vehicle – much better than being stuck in the office, the although they had to write it up when they got back – there's always a price to be paid...





Above: This Seddon DD8 was quite possibly the 1958 motor show vehicle, now fitted with a rather temporary-looking platform body and weights, seen out on test on Oldham trade-plates, 044 BU. The vehicle has no badge indicating the engine type, which is a pity. It's difficult to tell whether it's single or double-drive, but the axle ends suggest double, so it's a DD8, rather than an SD8. I think that's the magazine's photographer's Hillman Husky, TYL 805 (London, 1957), by the way... (CHC aax323)

Left: It looks as if they're off again, after stopping for a 'cuppa' and, no doubt, a 'Player's Please' at the café. The platformbodied Leyland Super Comet, 443 JTD (Lancashire, 1959), was probably used as a demonstrator, then went into the company's own fleet. The open ventilators on the front suggest it was a warm summer's day, but the driver is still wearing a jacket and tie. (CHC aay336)





Left: Some pictures are too hard to resist. The Messerschmidt KR200 three-wheeled micro-car, MRX 172 (Berkshire, 1956), following the Scammell makes such a contrast. It's an early Highwayman tractor unit, with a tandem-axle trailer – one of those classic Scammell trailers, with a rounded headboard for clearance behind the unit. On Hertfordshire trade-plates, 560 AR, the chrome bumpers contrast with the primer finish of the cab, which is showing off its three-man seating, as well as the lorry's performance. (CHC abb690)

Right: Here's a fine action shot of a Morris-Commercial FV forward-control dropside. As well as the inevitable concrete blocks, there are a couple of big tyres at the back to make up the maximum payload always added for testing. The 'bicycle wheel' underneath the nearside was linked to the equipment accurately monitoring the fuel consumption. (CHC abb748)









- 1: Although an export model, the bonneted Leyland Beaver was still subjected to road testing. Presumably, transport managers across the far-flung Empire would still read the UK commercial vehicle magazines. The driver of this Beaver, complete with loaded draw-bar trailer, on Lancashire trade-plates, 278 TB, was probably making ready for a hill-start, after the Bedford S Type had gone past. (CHC abb804)
- 2: Not to be confused with the very similar-looking Invincible, this is a Guy Warrior Light 8. Some extra weights have been added to the obligatory concrete blocks, perhaps reflecting the payload advantage of this lightweight eight-legger. (CHC abb816)
- 3: It hasn't always been maximum weight vehicles on test. Here is a Morris FGK five-tonner, its dropside body filled with gravel, out on Birmingham trade-plates, 2967 O, making its way along a Midlands dual-carriageway. Other shots show it on a steep by-road. Notice the RAC box and the Ford 8 van and Morris FE among the traffic in the background. (CHC abb807)





Above: A nice shot of a Park Royal-cabbed AEC Mandator Mk V tractor unit, on Middlesex trade-plates, 117 H, with a tandem-axle trailer, which would be loaded to a gross combination weight of 24 tons around 1960, leaving AEC's Southall works. Note the power units displayed in the showroom to the right. (CHC abb882)



Above: It would seem it wasn't always concrete blocks as a load, unless the demo driver had sneaked off to do his mate with the livery stables a favour. Here is STM 837 (Bedfordshire, 1957), a Commer QX with the later style of extra chrome strips extending from the grille. The signwriting tells us it's a 7-tonner, with the TS3 diesel engine, power steering and air-assisted brakes, quite a high spec for a medium-weight lorry. (CHC abd603)





Above: Another Bedfordshire scene, with a Bedford-Scammell OSS tractor unit and dropside trailer, with the automatic coupling, the door letters for Vauxhall Motors Materials Handling Dept. It's demonstrating quite a tight turn in the entrance to the road leading across the green to the Chequers Inn, Whipsnade, on the Dunstable Downs, another pub now closed. (CHC abd795)

Left: Vehicles have not just been tested on the road. Here is a Leyland Comet on the 'Belgian pavé', a length of very rough cobbled surface, most likely in the early days of MIRA (the Motor Industry Research Establishment) near Nuneaton, with its suspension being given a really good 'work-out' at speed. (CHC abb945)

Right: When Sentinel moved to diesel power from steam, the underfloor position for the engine remained. Unfortunately, the advantages don't seem to have been appreciated by many lorry buyers, so this 7/8 ton dropside, DUJ 538 (Shropshire, 1947), although the results of the test might have been good, was fighting a losing battle. Pity. (CHC abe009)







Above: Not the most comfortable ride, especially for the guy sitting in front of the winch on the trailer swan-neck – no health and safety checks then. Our Malcolm has often mentioned how AEC left the choice of cab to the buyer, but this was perhaps taking things a bit far, when testing the bonneted export AEC Mogul three-axle unit with a hefty low-loader trailer. (CHC abe166)

Left: A good side view of a late 1940s Foden FG eight-wheeler, with the early style of 'flat-front', 'low headlight' cab, no bumper either. There's just three five ton concrete blocks on the platform, no ropes, no messing – it would take an awful lot to move them.

The tester is pushing on even more here, on a bend with an adverse camber on the track at MIRA, with a Fiat 170 tractor unit, YAB 217R (Worcester, 1977) – not for the faint-hearted... (CHC abg869)





Above: The engineer seems to be helping the test driver to find bottom gear, before making the hill-start. This Gardner 150-powered Atkinson Silver Knight artic unit, on Lancashire trade-plates, 0476 B, with its tandem-axle trailer well-loaded with concrete blocks, was photographed in the same spot as a similar Suttons of St Helens Vehicle, a picture seen in several books, and actually on the same hill as the bonneted Beaver seen earlier on page 39 – somewhere not far from Preston? (CHC abe161)



Above: Now for a couple of 'modern' pictures... Just 40 years ago, Mercedes-Benz 'New Generation' 1619 (as mentioned in Phil Reed's article in this issue), UNW 229R (Leeds, 1977), the company's 'Demonstration Vehicle', with a tandem-axle trailer loaded with blocks, is pushing on across the fells, just having come up a 1 in 14 hill, according to the road sign in the background, believed to be on the old A6 over Shap. I don't recognise the driver, but I think the passenger is Nigel Emms, the Mercedes-Benz (UK) commercial vehicle public relations man at the time. (CHC abg888)

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"Salt and Vinegar?"

Phil Moth shows us some classic mobile fish and chip bars, which have brightened the scene at all sorts of events, as well as keeping the masses fed...



Above and right: The chassis of this AEC was originally new to what was once England's largest municipal operator, Birmingham City Transport. It was probably one of the 1931 'OV' registered AEC Regents, with either Short or MCCW bodywork. GJW 933 was one of ten AEC chassis, which were rebuilt by the dealer Don Everall of Wolverhampton in 1949, given a new Burlingham body and re-registered. After a few years of service with Everall, the coach passed through the hands of two more coach operators before being converted by Saunders around 1960.

familiar sight at rallies and funfairs for decades are the mobile fish and chip bars, and none more so than those painted bright blue and cream belonging to R C Saunders, from Stotfold in Bedfordshire, although the family might be best-known for its recovery vehicles, often seen on duty at motorway roadworks sites, or its preserved steam engines. These views of converted buses come from the PM Photography archive; there may well have been others?

Right: This Albion Victor PK115 with unidentified coachwork was new in 1935 to Baileys Coaches of Mexborough. Over 20 years later, ET 8777 was to be seen on the showgrounds in the Midlands area. A bag of chips was only 6d and fish and chips 1/6d – about 8p in today's money!





Above: As can be seen, trade could be very busy for the staff manning HCF 323, a Bedford SB with 'Butterfly' grille Duple 'Sper Vega' bodywork, new in 1955 to Burtons Coaches of Haverhill. This view was taken just after decimalisation in 1971, a bag of chips was now 15p and fish and chips was 55p.

Right: A rear view of HCF 323 in the late 1970s, before the friers were fired up. The price of a bag of chips had escalated to 70p and cod and chips was now £2.70. Sadly this fine machine was burnt out in the early 2000s $\,$ - or 'naughties'.

Below: The earliest vehicle converted to a mobile fish and chip van by Saunders is this Dennis GL. New in 1930 to the famous 'Joe Lyons', GK 9430 was built new as a refreshment van or gift shop. This view from the 1960s shows it in the early days of preservation, on the London to Brighton run. Now almost 90 years old, thankfully, it is still safely preserved, and has made appearances at rallies in recent years.







Above: This wartime Mulliner-bodied Bedford OWB, JAE 449, was originally used to ferry airline passengers and crews for BOAC, based in the Bristol area. When only three years old in 1948, it was sold for further PSV use during the 1950s, before becoming a mobile shop in Kings Lynn by 1960, then passing to Saunders a couple of years later. Still in use in the late 1970s, these early morning views show it at Peterborough showground.

Right: The rear view of Bedford OWB, JAE 449, tends to emphasis the angular lines of its original Utility bus body.

Below: A support vehicle seen at one of the Peterborough Expo steam fairs in the 1970s was this Commer Superpoise integral van. Dating from 1950, FDP 350 is thought to have been new to Reading's most famous manufacturer, Huntley and Palmers Biscuits.







Above: The 1927 Bentley team prepare for the race at their temporary base in Arnage. The 3 litre Bentley No 3 survived a five car pile-up and, although damaged, went on to win, driven by Dudley Benjafield and Sammy Davis.

Magnifique Le Mans

Graham Dungworth goes racing in miniature.

don't know about you, but I have never really been a fan of the winter months. Songwriters may wax lyrical about "chestnuts roasting on an open fire and Jack Frost nipping at your nose", but the short daylight hours, the rain, frost and snow only prevent me from playing with motor vehicles, both classic and modern, model and real. Well, maybe on a cold winter's night, it's nice to sit snugly at home and plan what you're going to get up to when spring finally arrives.

As a motor sport fan, I always look forward to certain events, one of which is the subject of this article, namely the 24 hours of Le Mans. I remember the BBC broadcasting live coverage of the start and finish, back when TV was black and white. There was also a 30 minute live progress report from the circuit, at around 10pm on the Saturday night – exciting stuff! I think the commentator was Raymond Baxter (remember him?).

The 24 Hours of Le Mans dates back to 1923, when the race was first run on the 26th and 27th of May on public roads around Le Mans. Originally, the winner was to be awarded the

Rudge-Whitworth Triennial Cup and, as the name suggests, the race was only intended to be held every three years. The event became so popular that, in 1928, the race assumed its current format, the winner being the car covering the farthest distance in 24 hours.

The Circuit de la Sarthe on which the race is run, named after the department that Le Mans falls within, has been modified many times since 1923, mainly for safety reasons, but it is by no means purely a racetrack as it also makes use of public roads, which are temporarily closed for the race each year. The circuit no longer enters the town of Le Mans, as it originally did, the Dunlop Curve and Tertre Rouge corners now bypass the town and join the old circuit at the Mulsanne Straight.

In 1990, the FIA outlawed any straight longer than 2km for international events (the Mulsanne Straight was 6km long at the time), resulting in the addition of two chicanes, designed to reduce the top speed of the competing cars. The Frenchman Roger Dorchy in a WM P88-Peugeot was timed at 252mph in the 1988 race but

with the introduction of the chicanes this is now reduced to around 205mph – still frighteningly fast!

But enough of the history, what's it actually like to visit Le Mans during race week? Le Mans is not just another motor race, it has a unique atmosphere. For a start, there's the 'Musée des 24 Heures' museum, which moved to its present site at the entrance to the circuit in 1991 and was revamped in 2009. If you like classic vehicles as much as I do, the museum has a display of 150 cars, ranging from the 3 litre Bentley which won the 1924 race to Ferrari's first entry, the 166MM that won in 1949. Bollee and Renault both built cars in the area around Le Mans and there are examples of these on show.

There are archive videos, period posters, features about winning drivers and much more, too much to mention here. Another 'must' is a visit to the funfair, if only to soak up even more of the atmosphere, especially when darkness begins to fall at around 10pm. The Musée des 24 Heures usually has a floodlit display of endurance racing cars on a paved area adjacent to the funfair too.

ROADSCENE

Incidentally, why is it that hot dogs from the funfair at Le Mans taste better than anywhere else? French cuisine perhaps?

Everything builds up to the start of the race which, since 2009, is at 3pm local time on Saturday (1pm GMT). There were minor variations for various reasons in 1968, 1984, 2006 and 2007 but, before 2009, start time was traditionally an hour later at 4pm.

I know from experience that, in any form of motor sport, the safety of drivers and spectators is a top priority, but I have to admit that I miss the excitement of the old Le Mans start. The cars used to be lined up in echelon along the length of the pits (no wall between the pit lane and the circuit in those days), with the drivers standing opposite their cars on the other side of the start/finish straight. When the French flag was dropped to signal the start, the drivers ran across the track, started their cars without assistance and roared away.

This only became a safety issue in the late 1960s, when safety harnesses were introduced. Some drivers drove the first few laps, still attempting to fasten their harnesses, while others ignored them altogether until their first pit stop. Obviously, this state of affairs could not be allowed to continue so, in 1970, the cars were still lined up along the pit wall, but the drivers were already strapped in properly, so they could drive away in reasonable safety, when the start signal was given.

This arrangement was used for the first and last time in 1970, and can be beautifully seen in the film Le Mans, starring Steve McQueen. In 1971, a rolling start was introduced and is still used today. The aforementioned film is a bit like Marmite, you either love it or



Above: The museum situated at the entrance to the circuit has 150 cars on display, like this Bugatti Type 51. There are also archive pictures and films, posters and much more. Oh, there's also a darn good restaurant!

Right: The museum also has an outdoor display during race week, floodlit at night, on a paved area near the funfair. Shown here as darkness falls are a Jaguar XJR9 and a Porsche 935K3.



Above: The calm before the storm. Members of the 1955 Jaguar team gather for a meal on the evening before the tragic race. I have not only modelled the winning D-Type but also the drivers and their wives. (L to R) Ivor Bueb, Mike Hawthorne, Tony Rolt, Lois Rolt, Angela Hamilton and Duncan Hamilton.

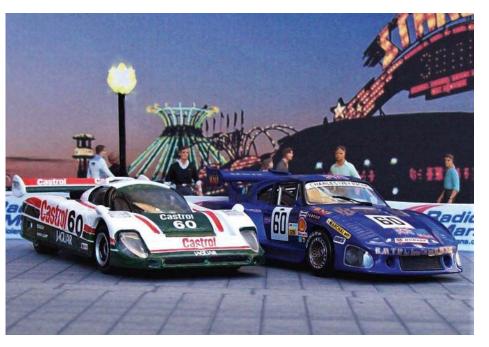
hate it –and I'm a big Steve McQueen fan! It's impossible to describe the sensation of a Porsche 917 passing at almost 200 mph, even at a distance of 100 yards or more; you just have to experience it. You are hit first by the sight and the noise and then by the blast of warm air, smelling of hot engine and rubber, it's truly unforgettable.

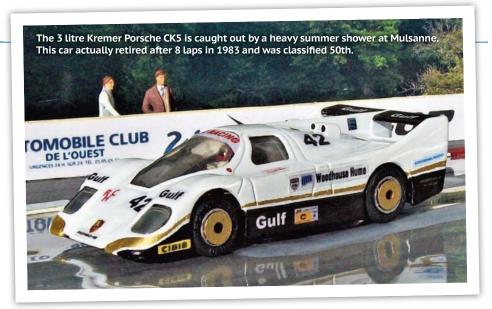
Hold on a minute, this is Model Roadscene and I haven't mentioned a model yet! With only four exceptions (more of that later), all of my models are of cars which actually raced at Le Mans, including two winners. The first of these is the 3 litre Bentley, driven by Dudley Benjafield and Sammy Davis to a lucky win in 1927. It survived the five car pile-up at Les Virages Maison Blanche (the White House curves), which almost wiped out the entire Bentley team and, despite having a twisted chassis and front axle, went on to

win, covering 1,472 miles in 24 hours at an average speed of 61 mph.

Enthusiasts may recognise this car as the original Corgi Classics model, produced between 1964 and 1969. It was given to me in a sorry state, the hood and windscreen were missing and it had a bent back axle and a broken mudguard, probably as a result of being trodden on. Don't ask how many hours went in to restoring it to the condition you see in the photograph, actually I didn't keep count, but let's just say a lot!

My second winner is the 'long nose' D-Type Jaguar, which Mike Hawthorne and Ivor Bueb drove to a hollow victory in 1955. There is nothing I can usefully add to what has already been written about this ill-fated race. The bare facts are that at 6.20pm, at the end of lap 35, the W196S Mercedes-Benz (sometimes wrongly referred to as the





300SLR), driven by Pierre Bouillin, racing under the pseudonym 'Levegh', clipped the rear of Lance Macklin's Austin-Healey on the start/finish straight, while overtaking the slower car. The Mercedes was travelling at 150mph and was launched into the packed grandstand opposite the pits, where it burst into flames claiming the lives of 84 spectators and injuring 120 more.

Incredibly the race was not stopped, the thinking being that, if the huge crowd started to leave the circuit 'en masse', the roads would become clogged, hindering access for ambulance and emergency crews, trying to save the injured. For the record Hawthorne and Bueb had completed a record-breaking 306 laps in 24 hours, when the race finished in heavy drizzle at 4pm. The model is from the DelPrado Collection, I ordered it from a dealer in France (appropriately enough) so I'm not sure if it's readily available in the UK. Apart from some minor detailing I haven't had to do a thing to this lovely little model.

The Bugatti Type 51 never appeared in the Le Mans 24 hour race, but there are several examples of the Bugatti marque on display at the Le Mans museum, including the Type 51, so this is the setting I've chosen for my photograph. The model is a bit of a mystery, the plastic baseplate carries the words 'Mobil Racing Classic Collection by Corgi, Made in Gt Britain'.

I've never seen another one, could it be one of those 'collect vouchers when you fill up and get a free model' promotions I wonder? The model was extremely basic and needed a lot of detailing. I also fitted a starting handle, windscreen and headlamps, to make it look like the Type 51 in the museum. You may notice that there's a Ford GT40 lurking on the right in the picture, in reality the cars are not displayed together - I just like GT40s!

I mentioned earlier that the museum has an open air display near the fairground at Le Mans during race week and this is the subject of my next photograph. The Porsche 935K3 won Group 5 and was 8th overall in

the 1979 race, in the hands of John Cooper, Paul Smith and Claude Bourgoignie. This is an incredibly well detailed model by Quartzo, so much so that I haven't had to do anything to it at all.

The Porsche is joined by a Jaquar XJR9. The plastic baseplate reads 'Corgi Jaguar XJR9', with a giant 'Castrol' logo. It's another very basic model, which needed a lot of work to bring it up to the standard shown in the photograph. My model represents car No 60, the winner of the 1988 Daytona 24 hour race, driven by Martin Brundle, John Nielsen and Raul Boesel. I'm stretching the imagination a bit here, because this particular Jaguar isn't on display at Le Mans. Jaguar did win Le Mans in 1988 and 1990 with the XJR9, but in 'Silk Cut' fag packet livery. I've seen this model in an approximation of the 'Silk Cut' colours, but with the word 'Jaquar' replacing 'Silk Cut', a bit of political correctness maybe?

My next model is of a Porsche raced at Le Mans in 1983, It's the 3 litre flat 6 Kremer Porsche CK5 driven by Richard Cleare, Tony Dron and Richard Jones. Did it win? No, it

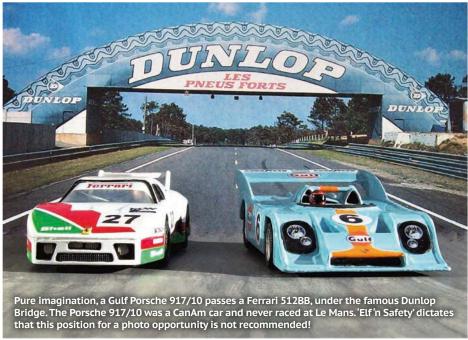
Where the model meets the real thing

retired with a broken turbo after 8 laps and was classified 50th of the 51 starters! Why model it then? Because it was one of three toys I bought on a flea market for 50p each, the other two are in my last photograph. This toy by Matchbox 'Specials' had to be stripped, resprayed and re-decorated using reference pictures of the real car. I really don't like the aerodynamic wheel covers, to me it makes the model look toy-like. In fact, it looked much better without them, but the real car had them so in the interests of authenticity there they are.

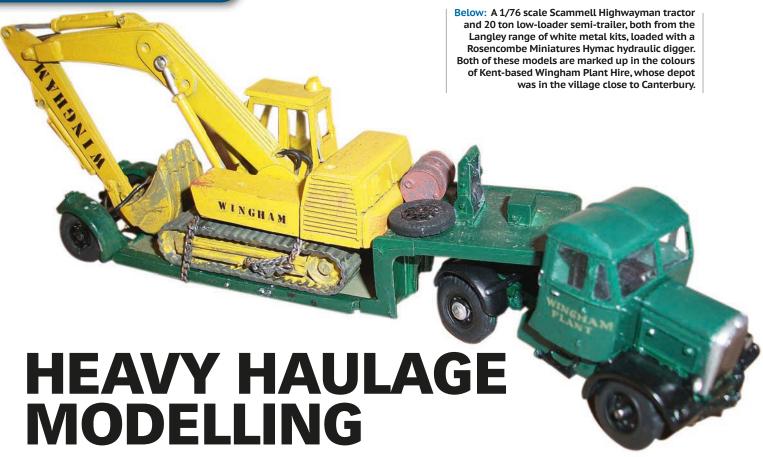
And so to my final picture, two more 50p toys. The Ferrari 512BB is also by Matchbox 'Specials' and is dated 1983 on the baseplate. It was in fairly good condition, so I just concentrated on making it look more realistic. It's not a replica of any particular Ferrari 512BB that raced at Le Mans, even though there were plenty of them that did to choose from.

The Porsche 917/10 shown overtaking the Ferrari is a flight of fantasy. The 917/10 never raced at Le Mans, it never carried Gulf sponsorship and it never had headlamps because it only raced in the American CanAm series in the 1970s. The model is by Corgi and it was in play-worn (knackered) condition when I bought it. I've just used my imagination, because I would have loved to have seen one of these monsters in action on the Mulsanne Straight.

So there we are, the Le Mans experience, expensive, crowded and exciting. Western France is beautiful, the food is wonderful and there are plenty of tour operators offering package deals, so what are you waiting for? Just a thought, it might be a good idea to pack earplugs!





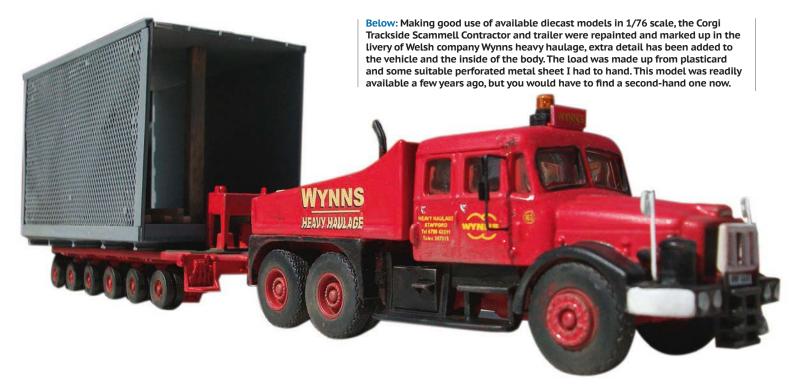


Les Freathy gets heavy, but in a small way.

his time, I am concentrating on the heavy haulage scene in 1/76 or 4mm:1 foot scale, with models of some of the well-known names, as well as a few not so well-known.

This time I have taken the opportunity to include some models that have been constructed by some long time modelling friends, which I feel will give a different prospective on the way we as individuals look at things in this field. The main theme

of the models is the golden age of heavy haulage in Britain in the 1950s, which has been the favourite period for many civilian commercial vehicle modellers. We'll let the models in the pictures speak for themselves...



Right: A picture of a model from a fellow modeller I have known for many years, which helps give a balance and show how others represent there models. This is a model from some time ago, by Graham Upchurch of a Sunters Scammell Contractor and load. I believe the tractor is a Langley kit and maybe the trailer as well, although it has the look of a Trackside, but plenty of extra work has gone on with detailing to the tractor and load.





Left: Some military heavy haulage here from fellow modeller Paul Gandy. The Thornycroft Antar Mk1 and 50 ton Dyson trailer are from the now defunct BW Models white metal range, many of which are now with Matador models undergoing alterations to allow them to be cast in resin. If I am not mistaken, Paul made the master for the Antar and possibly the trailer.



Left: A little more upto-date is this Seddon Atkinson and triple-axle low-loader trailer. The tractor is from the Langley range and the trailer from the old CMSC with some extra detailing. The Volvo digger, which is a little under scale at 1/87, is a diecast release which will suffice until a suitable replacement can be made.

(yes, it will be in for a repaint, as I now have a decent set of decals to use, in place of my scruffy lettering). A small amount of work including extra details have gone into the tractor and a little more into the trailer. My only criticism here is that the trailer swan neck should have been a little deeper, to get a level line for the trailer flat bed, which is some thing to remedy during the repaint. The railway engine came from the Dapol range.



Above: More military heavy haulage, this time a post-war British Army Diamond T 980 tank transporter. The tractor is the good old reliable Matchbox/Revell kit, seen here with a resin soft top cab and towing a scratch-built Dyson 40 ton transporter trailer, loaded with a Sexton 25pdr self propelled gun, which is a resin model from Cromwell.





Above: How about this for spectacular diorama of Wynns heavy haulage on the move? The Pacific M26 tractor and trailer are from Langley, while the Diamond T pusher is the Matchbox/Revell kit. I believe Barry Sharman, the creator of this model, scratch-built the load, while the ex-army Dodge ambulance shown here as a service van is an Alby resin kit from France. This really is a super diorama, so lifelike and a credit to Barry's modelling skills.

Left: And still more from the Langley stable, a Scammell Constructor and 30 ton low-loader, in construction company Wimpey's livery, built by Graham Upchurch. I am not sure if the 'Skimmer' load is a Langley or Trackside model.

Right: A closer view of the Scammell Constructor, showing a lot of the detailing, including the ballast weights.

Below: Depicting Pickfords heavy haulage this diorama, constructed around 10 years ago, consists of the Langley Scammell Constructor and trailer bogies, loaded with a old well-beaten railway carriage bought from a seconds stall at a show. I have added a lot of detail and weathering after removing the wheels, the Bedford van is one from the old Canterbury miniatures range, now long gone, and the diorama shows fitters working on a repair job on one of the bogies.







Rally Round-up

And so we finally come to the end of our reports on the 2017 rally season, with the last events in October and November. Last year there were so many great rallies and road runs. Let's hope that 2018 – and the events have already started – is going to be just as good.

Whitwood Truckstop

The Yorkshire Area Group of the Historic Commercial Vehicle Society held its annual get-together at the Whitwood Truckstop, Castleford, on 8th October. **Keith Baldwin** was there. He says it was a dull day, with numbers down on previous gatherings, but there were some nice lorries there, which made the day worthwhile.



Above: The 1962 ERF LK44G with its integral van bodywork in the livery of Bensons sweets of Bury was there.



Above: The Bedford M Type dropside, MRL 543, recently-restored in Walter Aldon & Sons livery.



Above: Bedford BYC pick-up, CWD 86, in Les Hullah livery, was hitching a lift on Steve Hullah's Bedford TK, MMS 975W, fitted with a recovery body.



Above: This Bedford OL platform lorry, AFL 328, has been restored in Longthorn & Sons livery.



Above: This wartime Austin K4 dropside, LRA 748, in John Bowman & Sons, Corbridge livery, is fitted with an unusual coachbuilt cab.



Above: The interesting Leyland Hippo breakdown lorry, UP 6013, in the livery of Wakefield-based J Kerr & Sons, looked immaculate as always.

Glasgow Vintage Vehicle Trust

Alex Saville sent us some pictures from the Glasgow Vintage Vehicle Trust Open Day, held at the old Glasgow Corporation Bus Garage, Bridgeton, Glasgow, on 8th October last year. The display always includes an interesting selection of vehicles on display, old and not so old, and not just buses, with free bus rides around the city.

















1: A breakdown vehicle in the lovely Glasgow Corporation colours, based on a 1938 AEC Regent 0661, with a 1951 Crossley double-deck body 2: The well-known Albion Valiant CX39N with half-cab Duple coach body, originally with Hutchison of Overtown, but restored in Western SMT livery and owned by the Albion Vehicle Preservation Society. 3: One of the Glasgow Vintage Vehicle Trust's own vehicles is ex-Western SMT AD1544, MSD 408, a 1959 Leyland Titan PD3/3 with Alexander lowbridge body and 0.600 engine, which was based at Cumnck, then Ayr. 4: One of the coaches used on the Scottish Bus Group Scotland to London service was MSF 750P, a 1976 Gardner-powered Seddon Pennine 7 with Alexander M Type C42Ft coachwork of Eastern Scottish, now preserved at Bridgeton 5: This 1950 Thorneycroft Nippy, HGG 359, with Croft 20 seat body, was originally in the David MacBrayne fleet, which ran services in the Highlands and Islands.

6: Mirror-image? A Weymann-bodied AEC Regent III, new in 1954 to Carris, Lisbon, for service in the Portugese capital and now preserved in the UK. 7: An unusual vehicle, a Dodge Commando Damage Control Unit, XLS 717Y, which was stationed at Hunterston Nuclear Power Station in Ayrshire. 8: Two Leyland Atlanteans and a Volvo Ailsa, all with Alexander bodies, in three versions of the Glasgow Corporation/Greater Glasgow livery, seen in the museum, helping to show the history of public transport in the city.

Heavy Equipment Model Show

No, these aren't models, but **Alex Saville** photographed these lorries on display outside at Burnley's football ground, where the Heavy Equipment Model Show was held on 22nd October last year.



Above: Looking great, even in the rain, was the 1948 AEC Mammoth Major III, KGH 204, restored in the livery of Miles Fox Haulage, of Clitheroe.



Above: A more modern vehicle on show was 1987-8 DAF 2800 tractor unit E788 HHD, nicely restored in the livery of V Pearce, based near Keighley in Yorkshire.



Above: A classic Cummins-powered Atkinson Borderer, ABV 317M, from 1974, restored in its original W H Bowker of Blackburn colours.



Above: Two ERFS from the splendidly turned-out fleet of Turners of Hoole, C Series, C458 YTR, and E10, E186 ALG.

Sprat & Winkle Run

The London and South-east Area of the HCVS ran the 2017 'Sprat & Winkle Run' on Sunday 15th October, from Sevenoaks down to Hastings. **Jim King** sent us some pictures.

Jim writes: "The event was organised by Diane and Eddie Taylor. Diane is the HCVS Membership Secretary. Having sorted out the sixty plus entrants on the day, they took part on the run in their 1949 Morris LC3, JUW 830. The entrants gathered at the Vestry Road Industrial Estate, Sevenoaks from around seven in the morning and set off along the B roads of Kent and Sussex to the Stade car park on the front at Hastings. Unfortunately, I was only able to attend the start, when there was still a lot of mist around, but it looked set for a lovely day to be out on the road. Just as I was about to pack up and leave, my patience was rewarded with two vehicles running as the 'tail gunners' of the event, Douglas Harris in his 1953 AEC Matador, JSU 726, and Steve Davies in his equally resplendent 1944 version, OUC 973F. This event was a smashing conclusion to the 2017 season".



Above: The 1954 AEC Militant, 375 UXK, of Bob Smith of Sittingbourne, Kent, emerges from the mist at the start of the run.



Above: Locally-based 2162 PX, the 1960 Ford Thames Trader dropside of Mick Holder of Sevenoaks, Kent.



Above: The restoration has recently been completed of this fire engine, CDD 121, based on a 1937 Fordson chassis, by Gary Pritchard.



Above: Organisers of the 'Sprat & Winkle Run', Diane & Eddie Taylor of Godstone, Surrey, are seen setting off in JUW 830, their 1949 Morris LC3, restored in its original Post Office Telephones livery.







Above: 1 Looking like a typical haulage vehicle of the era, with its sheeted 'load', OTB 68, the 1952 Leyland Beaver of Chas Williams, was going home to Hastings. 2 Another nice restoration is YNR 780, the 1961 AEC Mercury platform lorry, of Mick Clark.

3 Bringing up the rear was OUC 973F, the 1944 AEC Matador of Steve Davies.

Halloween Gathering

The sun came out for the 2017 Halloween Gathering at Huddersfield and the road run over the fells which took place on October 29th. **Keith Baldwin** says this is always interesting meeting, as there is always something new, and this year was no different. He says he's hibernating now and already suffering with withdrawal, and cannot wait until the 2018 season starts...



Above: This Austin-badged BMC 'FGK' with the six cylinder diesel, CRM 327C, is back on the rally scene after a 25 year absence.



Above: This tin-front AEC Mandator Mk III, UXH 918, sported a 'For Sale' sign at the AEC rally. Was it at Huddersfield with a new owner?



Above: LAD-cabbed Leyland Super Comet, 78 UUR, new in 1963, restored in the livery of SD Transport of Cottingham, is seen out on the run.



Above: One for the bus enthusiasts and most appropriate for this run, HVH 472D is a 1966 Daimler CVG6LX.30DD with East Lancs H41/29F body, the last front-engined vehicle delivered to Huddersfield Corporation.



Above: Complete with its load of milk churns, 538 CMO, is a 1963 Ford Thames Trader in the livery of John Riley & Sons.



Above: A smart-looking Scammell MU15 Tanker, OLU 302, in the livery of N M Stafford & Sons, of Houghton-le-Spring, Co Durham, which Keith says was more than likely his last lorry photo of the year, and a nice one to end with.

Dewsbury Bus Museum

Keith Baldwin also went to the end-of-season Dewsbury Bus Museum Open Day on 19th November. He says this was a nice day out, but it doesn't seem that long since the 2017 rallies and road runs started and another year passes. He says he had some good days and one or two not so good, but most were enjoyable, with nice vehicles to see and good company while waiting on the road runs. Here's to 2018...



Above: A 1951 Bristol LL5G, JWU 886, with Eastern coachworks single-deck bus bodywork, in the Tilling red livery of West Yorkshire.



Above: Restored in South Yorkshire PTE livery, B144 RWY is a 1984 Leyland Olympian, with Roe double-deck body.



Above: A 1965 Weymann-bodied Leyland Atlantean, CUB 331C, which has been restored in the later Leeds livery, with more light green.



Above: Already historic, a newer preserved vehicle is 1992 Wrightbodied Dennis Dart, J317 XVX, restored in County Bus and Coach livery.



Above: This 1982 Leyland National, XUA 73X, was seen on its first outing, after many years of restoration in the traditional West Riding livery.



Above: Another recently-completed restoration is East Yorkshire 1962 AEC Bridgemaster, 9725 AT, its Park Royal body incorporating sloping upper sides to fit through the 'Beverley Bar'.

Rally Diary

Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given here.

Some events have been held during the winter months, with enthusiasts braving the cold to bring out their vehicles, but the season really gets going around Easter, so here is the first of our 2018 Rally Diaries, covering the weekends between the publication dates of this and the next issue. If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages.Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages...

MARCH

17th March VINTAGE BRING & BUY SALE — East Somerset Railway, Cranmore, Somerset BA4 40P, 01225 754374 e-mail: petergear@hotmail.co.uk www.wessexsec.org

17th-18th March — UK SPRING MOTORHOME & CARAVAN SHOW 2018, Newark Showground, Newark, Notts, 01507 529430 e-mail: vbean@mortons.co.uk www.motorhomeandcaravanshows.co.uk/event/uk-springmotorhome-caravan-show

17th-18th March — GIZMOS & GADGETS GALORE, Kempton Steam Museum, Kempton Park Waterworks, Snakey Lane, Middlesex TW13 6XH, 01932 765328 e-mail: kemptonsteam@gmail.com www.kemptonsteam.org

18th March – PUBLIC OPEN DAY, Guildford Model Engineering Society, Stoke Park, London Road, Guildford, Surrey GU1 1TU, 01483 536937 e-mail: pr@gmes.org.uk www.gmes.org.uk

18th March – CHESHIRE & NORTH WALES MILITARY & AVIATION FAIR, Hooton Park Hangars, Airfield Way, Ellesmere Port, Wirral CH65 IBQ (Jct 6 - M53), 0151 327 4701 or 07436 792573 e-mail: griffin@griffintrust.org.uk

18th March – LINCOLNSHIRE MORGAN CLUB DAY, Crich Tramway Village, nr Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiry@tramway.co.uk www.tramway.co.uk

24th March – TWILIGHT VINTAGE BUS RIDES, Broad Street, Oxford City Centre, Free vintage bus service around city, 6-8.30pm, 01993 883671

e-mail: info@oxfordbusmuseum.org.uk www.oxfordbusmuseum.org.uk

24th-25th March — TRACTOR WORLD SCOTLAND & CLASSIC COMMERCIAL SHOW, The Royal Highland Centre, Ingliston, Edinburgh, EH28 8NB. Saturday: Pentland auctions, Sunday: classic truck drive in day, 016974 51882 e-mail: info@markwoodwardclassicevents.com www.tractorworldshows.co.uk

24th-25th March — KENT BIG WEEKEND, Dover Transport Museum, Willingdon Road, Whitfield, Dover, Kent CT16 2JX, 01304 822409 e-mail: info@dovertransportmuseum.org.uk

24th-25th March — MINIATURE STEAM SPRING RALLY, Pembrey Country Park, Pembrey, Carmarthenshire SA16 0EJ, 07970 597412 e-mail: robert@rayner88.orangehome.co.uk www.ldme.co.uk

25th March – SEDGEMOOR VINTAGE SORT-OUT, The ROF 37 Club, Woolavington Road, Puriton, Bridgwater TA7 8AD, 07785 765826 e-mail: shirleyd82@gmail.com www.sedgemoorvintageclub.co.uk

25th March – CTP GILLINGHAM GATHERING, Lower Station Road, Gillingham, Dorset SP8 4PZ, 01747 823365 e-mail: m.bailey1950@btinternet.com www.thectp.org.uk

25th March — OPEN DAY, Whitwebbs Museum of Transport, Whitewebbs Road, Enfield EN2 9HW, 0208 367 1898 www.whitewebbsmuseum.co.uk

26th-29th March — FAMILY FUN ACTIVITIES, Crich Tramway Village, nr Matlock, Derbyshire DE4 5DP, 01773 854321 Email: enquiry@tramway.co.uk www.tramway.co.uk

30th March-2nd April — RUSH HOUR ON THE RAILWAYS, Steam Railway and Manx Electric Railways, Isle of Man, 01624 662525

www.gov.im/categories/travel-traffic-and-motoring/bus-and-rail/heritage-railways

30th March-2nd April – EASTER VINTAGE FESTIVAL, Great Central Railway, Quorn & Woodhouse station, LE12 8AG, 01509 632323 e-mail: marketing@gcrailway.co.uk www.gcrailway.co.uk/station-facilities/quorn-woodhouse

31st March – LINCOLN AUTOJUMBLE Hangar No 1, Hemswell, Lincolnshire DN21 5TJ, 07816 291544 e-mail: lincolnautojumble@hotmail.co.uk www.lincolnautojumble.com

31st March – SPRING TOY RALLY, Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL, 01252 795571 e-mail: helen@rural-life.org.uk www.rural-life.org.uk

31st March-1st April – 20TH CUMBRIA EASTER RALLY, Kirkby Stephen & Brough commercial vehicle rally e-mail: easterrally@encountereden.com http://encountereden.com

APRIL

1st April — OPEN SEASON STEAM UP, The Charles Burrell Museum, Minstergate, Thetford, Norfolk IP24 1BN, 07504 477934 e-mail: thecharlesburrellmuseum@gmail.com

1st April – TRANSPORT FESTIVAL, Lincolnshire Road Transport Museum, North Hykeham, Lincoln, 01522 500566 e-mail: info@lvvs.org.uk www.lvvs.org.uk

1st April – TRANSPORT FEST, Museum of Power, Hatfield Road, Langford, Maldon, Essex CM9 6QA, 01621 843183 e-mail: enquiries@museumofpower.org.uk www.museumofpower.org.uk

1st April — NATIONAL VINTAGE TRACTOR ROAD RUN, Knighton, Radnorshire, Wales LD7 1LP, 07891 909325 www.temevalleyvintageclub.co.uk

1st-2nd April – TROLLEYDAYS, The Trolleybus Museum, Belton Road, Sandtoft, Doncaster, North Lincolnshire DN8 5SX, 01724 711391

e-mail: trolleybusmuseum@sandtoft.org www.sandtoft.org

1st-2nd April — WORLD WAR II — HOME FRONT/1940S EV Crich Tramway Village, nr Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiry@tramway.co.uk www.tramway.co.uk

1st-2nd April — FESTIVAL OF STEAM & TRANSPORT, The Historic Dockyard, Chatham Kent ME4 4TE, 01634 823800 e-mail: info@chdt.org.uk www.thedockyard.co.uk

1st-2nd April — EASTER RUNNING DAYS, The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471 e-mail: enquiries@wythall.org.uk www.wythall.org.uk

2nd April – EASTER EGGSTRAV'ORGAN'ZA, St James Park, Shirley, Southampton S015 5LW, Musical organs and scale model traction engines, 07786 404171 www.fosjp.org.uk

2nd April – LONDON HARNESS HORSE PARADE, South of England Showground, Ardingly RH17 6TL, 01737 646132 e-mail: parade@edenbridge-show.co.uk www.lhhp.co.uk

3rd-6th April — FAMILY FUN ACTIVITIES, Crich Tramway Village, Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiry@tramway.co.uk www.tramway.co.uk

5th-8th April — GREAT WAR STEAM FAIR, Beamish Museum, Co. Durham DH9 ORG, 0191 370 4000 e-mail: museum@beamish.org.uk www.beamish.org.uk/events/great-war-steam-fair

7th April — HERITAGE TRANSPORT DAY & SOUTH EAST BUS FESTIVAL, Kent Event Centre, Kent Showground, Detling, Kent, 01622 630975 e-mail: becky@kentshowground.co.uk www.arrivabus.co.uk/south-east-bus-festival

8th April — MODEL TRACTOR, CONSTRUCTION & LITERATURE SHOW, Springfields Event Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET, 07710 321471 e-mail: spaldingmodeltractor@gmail.com www. spaldingmodeltractor.com

8th April — NORMOUS NEWARK AUTOJUMBLE, Newark Showground, Newark, Notts, 01507 529430 e-mail: jbeeson@mortons.co.uk www.newarkautojumble.co.uk

8th April — NEWBURY 4X4 & VINTAGE SPARES DAY, Newbury Showground, Hermitage, Newbury, RG18 9QZ, 016974 51882 e-mail: info@markwoodwardclassicevents.com www.4x4sparesady.co.uk

8th April — SOUTH MOLTON VINTAGE RALLY CLUB SPRING TRACTOR & COMMERCIAL RUN, Central Car Park, South Molton, Devon EX36 4BL, 01271 850903 or 07974 026060 e-mail: smvrccontactus@bormanweb.co.uk http://smoltonvintagersally.co.uk

14th-15th April — FAIR ORGAN PRESERVATION SOCIETY 60TH ANNIVERSARY CELEBRATIONS, Saturday at Trolleybus Museum, Belton Road, Sandtoft, Doncaster, DN8 5SX, Sunday at Reid's Yard, Willow Garth, Thorne Road, Hatfield, Doncaster, DN7 6EN, 01405 947655 or 07752 288703 e-mail: jamesreidmm@gmail.com www.organbooks.co.uk

14th -15th April — TROLLEYDAYS
The Trolleybus Museum, Belton Road, Sandtoft, Doncaster,
North Lincolnshire DN8 5SX, 01724 711391
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

15th April — SPRING GATHERING, London Bus Museum, Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 OSL, 01932 837994

e-mail: londonbusmuseum@btinternet.com www.londonbusmuseum.com

MORE THRILLS AND SPILLS

I have said many times over the last few years, while writing for Vintage Roadscene, how much I enjoy all the articles and especially the ones written by readers themselves, simply reliving their own memories of days gone by.

In January's issue 218, John Wheeler gave us a fascinating update on Earle's Cement, regarding the carrying or non-carrying of passengers. Although John and I have never actually met in person, we both go back a long way, as pupils of 'South Hunsley County Secondary School' Hull, and the infamous A63 running alongside the sports field.

John and I could write a best seller, just on the 30 mile stretch from 'King George Dock' east of Hull city to Goole alone, and not just about the horrific smashes – of which there were plenty – but all the goings-on in the six transport cafés along the route. Scenes and language which would not be acceptable or tolerated in today's mad PC world. It's sad in a way that we can no longer have a laugh, or say boo to anyone anymore, for fear of being charged. At the end of the day, we all knew how far to go and those that didn't were firmly dealt with.

However, I digress, so back to the lorries and roads. I actually used to live in Swanland, John's home village, albeit at a very young age. It was a very small village back in the 1940s, with a road, which I think was called Main Street, running east from the village centre. About halfway down, a row of Council houses sat high up on a bank, in one of which I used to live. They are still there today.

At the time, my Mum used to visit the only two shops in the village, the Butcher and General Store and, on returning home, would leave me in my push-chair on the pavement, while she climbed the steep steps with the groceries to our house. On one occasion, apparently, returning to collect me from the pavement, my mother lifted me from the push-chair, and heard an almighty bang, as a lorry slid off the road, just missing us and completely crushing my pushchair, as it slid by.

I cannot remember much about the accident, but I can't forget the year –1947, the year of the big freeze, with the most snow in living memory – some say it lasted through till June. The local village policeman (remember them?) arrived on his Raleigh bicycle and proceeded to take down details. It turned out the driver of the lorry had been struggling all morning in the snow, to collect bagged winter potatoes from local farms, and was so shaken by it all, he humped

an eight stone bag of spuds up the steep concrete steps to our house and landed it on our kitchen floor, free of charge.

One hour later, his boss arrived and asked my mum if there was anything he could do. "A nice new pushchair would be nice," she said. Job sorted! Wish it was that simple nowadays.

By 1949, my dad's employers, farmers, Holtby Bros Ltd, had moved us three miles down from Swanland to North Ferriby, into a huge house on the farm, as my dad had now been promoted to farm foreman. Years later, dad recounted the accident to us, all about this old grey square-looking Bedford lorry with bald tyres and a bad petrol leak. Could that have been an O Series? Dad would have had all his mates laughing, when he recalled bringing mugs of tea, laced with whisky, out to the shaken driver and copper.

Returning to the earlier article by John Wheeler, he obviously has great knowledge regarding Earle's Cement, through his father being a driver for the company, but I wonder if John is aware of the number of sub-contractors Earle's used. I myself would load out of Earle's and, like all subbies, this would always be bagged cement from the quarry, usually bound for the London area. I remember always being given a choice of either joining the long queue of late afternoon lorries waiting to load, and not getting home until 7 or 8 pm at night, or be there at 4 am, load and go. Being a single guy at the time, the latter was the better option that I chose.

The quarry is situated down what we all know as 'Melton Bottoms', a minor road, but a heavily trafficked route and, as John said, regarded by the police as the most dangerous road in the East Riding. I personally I have a problem with this 'Dangerous Road' syndrome. Having driven round the mountainous roads of Turkey, France, Spain and Northern Ireland, my motto is to treat all roads with the respect they deserve and in return they will look after you.

Sadly, however, one fatal incident badly affected many of us drivers. A fully-laden eight-wheeler had just departed from the quarry. Within a quarter of a mile, there was a long sweeping bend, incorporating a blind brow, where the driver of the lorry came across a young lady, riding a horse. As he carefully passed them both, the horse reared up, throwing the young lady under the back wheels of the lorry. This was a tragic event, though accidents do still happen, involving motor-cycles on evening and weekend burn-ups and motorists carrying out ill judged overtaking manoeuvres.

Moving on, a few days into this New Year while sitting browsing the TV listings late one evening, I came across an hour-long documentary called the 'The Bridge', a 50th birthday celebration of the opening of the famous Forth Road Bridge. Famous for being the longest single span bridge in the world, knocking the Golden Gate Bridge in San Fransisco off the top spot at that time. The bridge opened in September 1964, and the documentary was a fantastic piece of film to watch. A local photographer, Jim Hendry, was given full rights film the construction of the bridge over the years it took to complete, and, although Jim spent most of his time on the bridge filming the construction workers, his brief shots of the now vintage vehicles was a joy to see.

One in particular caught my eye, the rear view of a bulk tanker, reversing down into the lower level of the site. It was difficult to tell if it was a horizontal single tank or one of those twin vertical tanks that Earle's Cement used. But one thing was certain, the large writing on the rear of the tank read 'Bulk Dry Cement' for the Forth Road Bridge. Then lower down, a board attached to the chassis read 'John Howard Ltd.' I was not sure of its origin until I read the number plate, PAT 265, a genuine Hull registration. So could this have been one of those sub- contractors to Earle's Cement I mentioned earlier?

What is more fascinating is just half a mile away from Earle's factory at Melton stood 'Capper Pass and Sons', a huge smelting works, shut down several years ago on health grounds, because of pressure from local residents.

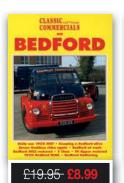
Capper's main resident haulier was none other than 'Howard Bros', based at Melton, running an immaculate fleet of trucks.

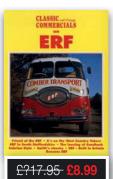
Nothing fancy, just plain maroon in colour.

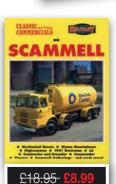
I seem to recall Leyland Octopus being the company's first choice, and the drivers seemed happy with full loads of lead and other metal ingots, not being more than 24 inches high. However, there certainly seems to be a connection between the bulk cement lorry at the 'Forth Bridge', Earle's Cement at Melton and 'Howard Bros', once based at Melton and carrying for 'Capper Pass'.

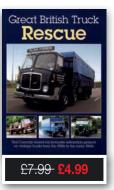
Just for the record, work on the bridge started in 1958 and it opened in September 1964. Ten men were killed in the construction but only four on the bridge itself. The others were on the site below. The bridge took six years to build, at an estimated cost of £16.2 million. Knowing the cost of materials then and now, it probably cost a whole lot more...

B Featherstone, Hull



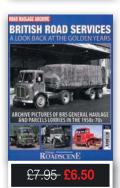




























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HALL & CO AND OTHER MATTERS

The letter from Alan Biggs on page 70 in Issue 219 of Vintage Roadscene was fantastic. It was full of information, like the Guy Warrior tippers that had their sixth gear removed to try and slow them down, which were over revving and blowing head gaskets. The fuel consumption must have increased as well. The Commer and Foden cement tankers were interesting, both types using their high-revving two stroke engines to help the blower discharge the cement. It makes perfect sense.

I was surprised that Alan knew about the Woodside Brickworks, but perhaps I shouldn't be. Clay was being excavated from the Victoria Line Underground tunnels in 1962. Hall & co purchased the brickworks in 1963, and replaced its fleet of maroon Thames Traders around 1964 with Ergomatic-cabbed AEC Mercurys in Hall & Co red.

Quite by chance, I met a lorry driver around 1972, who had been taking the clay from the tunnels to Woodside a few years earlier. He told me they had to take three loads of clay

to Woodside every day and get a signature or chit for every load. Sometimes he was able to get four signatures a day for his three loads, but I don't know how he did it. He probably told me, but I have forgotten.

When RMC took over Hall & Co, they set up a batching plant at the Woodside Brickworks, with Hall & Co AEC Marshal tippers bringing in the aggregates, maybe from Chertsey or Thorpe. RMC based a fleet of Aibion Reiver concrete mixers at the brickworks. Suddenly we had Hall & Co brick lorries and aggregate tippers, along with RMC concrete mixers, going up and down Morland Road all day long, until RMC closed the brickworks in 1976.

Alan also mentioned S M Tidy of Brighton in his letter; this company had a depot on Ditchling Common. I believe the yard was shared with Hales Containers.

The Morris Engines Scammell Rigid 6 on page 40 carried engines from Coventry to Oxford. The Morris Engines factory in Coventry was owned by Hotchkiss during World War I, making machine guns. It was sold to Morris in 1923.

The photos of the horses and carts on page 32 interested me. For some reason, the drivers of the horse and carts were known as carmen. My grandfather was a carman and it says so on his marriage certificate. When motor lorries replaced the horse and carts, the lorry drivers were still known as carmen. it was word that took a long time to disappear from daily use, but now it is never used.

I like the Tilling Stevens TS19 and TS20 searchlight lorries on page 25, in Issue 219 of Vintage Roadscene. I have seen photos of them when they were new. They had dropside bodies and canvas tilts and looked like 'general service' lorries. The TS20 lorries look a little unusual with their twin radiators.

I believe the post-war Humber 1 ton 4x4 trucks, as seen on page 31, were assembled at the Tilling Stevens factory in Maidstone, alongside Vulcan VF lorries. I don't know the original purpose of the Humber 1 ton truck, but the post-war Austin K9 4x4 truck on page 30 was supplied to the Army as radio trucks, and the RAF as ambulances. The Diamond T on page 28 has been fitted with what looks like a Ford K-series cab! **H Daulby, Croydon**

RAILWAY LORRY BOOKS

In the second of his excellent pair of articles on railway road transport, Malcolm Bates laments the dearth of books on railway company owned road vehicles. I fully agree with his sentiments, but would like to put on record the very small number of such books that have been published, as in the list below:

A Pictorial Record of LMS Road Vehicles, by H N Twells and T W Bourne (OPC 1983)

Great Western Road Vehicles, by Philip J Kelley (OPC 2002) (originally published in two separate volumes)

Great Western Road Vehicles Appendix, by Philip J Kelley (OPC 1983)

Railway-Owned Commercial Vehicles, by S W Stevens-Stratten and W J Aldridge (Ian Allen 1987/1999)

The Nostalgia Road series of paperbacks, published by Trans Pennine Publishing, contained some relevant titles:

Great Western Railway Road Vehicles, by Bill Aldridge and Alan Earnshaw (2000)

Great Western Railway Road Vehicles – part 2, by Alan Earnshaw (2008-9)

LMS Railway Road Vehicles, by Alan Earnshaw and Bill Aldridge (2001)

British Railways Road Vehicles 1948-1968, by Alan Earnshaw and Bill Aldridge (1997)

A further slim volume is 'A Pictorial Parade of Southern Region Road Vehicles', by Kevin Robertson (Crecy, circa 2012)

It will be seen from this that, whereas the GWR and LMS are moderately well served, there is nothing specifically on either the Southern Railway or the LNER. One can only assume that this is because records kept by these companies have not survived. Coverage of British Railways appears to be confined to two slim volumes, one region specific; a later book, British Rail Vehicles 1969-1990, by Gerald Burton and Bill Gable, was planned by Trans Pennine Publishing but appears not to have been published, presumably because of the untimely death of the publisher, Professor Alan Earnshaw. Crecy has taken over most of the Trans Pennine titles.

The railways were big operators of buses in the earlier parts of the 20th Century and I know of two publications:

Railway Motor Buses and Bus Services in the British Isles 1902-1933 Combined Edition, by John Cummings (OPC 1978)

A thin monograph is 'The Rise and Decline of the Railway Bus', by J M Cummings (Omnibus Society 1958)

Finally, two books on 'Mechanical Horses' by Bill Aldridge have been published, by TransPennine Publishing (2000) and Venture Publishing (2010) respectively. Both include BR and 'Big Four' vehicles.

How can this gap be corrected? Firstly, can someone publish the planned Burton and Gable volume? Secondly, has the National Railway Museum catalogued archive material on railway road vehicles? Thirdly, can we, the Vintage Roadscene readers help? Photographs of railway road vehicles in scenes do appear in a number of sources – historic railway books and magazines, newspaper and

magazine archives, books of old town and city photographs (such as the Frith series), photos in archives such as Getty, Hulton, Frith, Salmon and ColourRail, as well as newspapers and magazines. I have a large collection of such publications. Could Vintage Roadscene develop a database of such photos, to which readers can contribute on a pro-forma?

As an example, here is pertinent information about a photo I saw recently: National Geographic, June 1961, page 764, colour photo of Billingsgate Market (copyright M D Vaughn), includes (part hidden), two BR Scammell Scarabs.

Where copyright permissions can be obtained, a collection of such atmospheric photographs could form a new Kelsey book, albeit more scenic than typical Road Haulage Archive titles. The volume could also include photos of BRS and Royal Mail vehicles in situ, or these could be separate volumes, depending on the volume of publishable material. Royal Mail vans being loaded or unloaded on station platforms are particularly photogenic.

A final comment is to rue the very small number of ex-BR vehicles in preservation and, of these, not all are in their railway livery. I notice that an ex-BR Foden, YUV 684, is for sale at the H J Pugh auction on 3rd March, and it is to be hoped that the new owner keeps it in BR custard and cream! Surely the National Railway Museum should have more than a tiny number of precious examples?

Nina Smith, Hebden Bridge

HAM RIVER HALF-CABS AND HALL & CO

I enjoyed the February's issue 219 of Vintage Roadscene. I was please how my Hall & Co article came out. I also enjoy reading Mr Daulby of Croydon's letters. He has a lot of local knowledge. He showed an interest in the 'Ham River' AEC half-cab tippers, so I have included four photographs.

The pictures of the Monarch, fleet no 263, NPE 310, new in March 1949, were taken in 1959 at the South Ockendon pit in Essex. This was being driven by the late Ray Oliff, on holiday relief and he kindly gave me the photos to copy. He also remembered my late dad, Stan. Ray was a great fan of Classic Plant & Machinery magazine, and became a good friend. In the first shot, the AEC was parked on the pit road, while in the seond shot it was tipping a load of 'muck' from one of the many London construction sites.

The other two photos are taken from the AEC Gazette for January 1961. In the first shot, AEC Mercury, fleet no 456, 95 NPD, was being loaded with ¾ inch shingle, the driver giving the thumbs up to say "that's enough."This has the earlier cab, taken at Chertsey, Surrey.

The second shot shows four Mercurys, lined up for the photoshoot at the Chertsey pit. From the left, they are fleet no 459, 682 PPA, no 473, 31 SPH, no 472, 32 SPH and no 455 126 NPA. The two outer Mercurys have the earlier cab, while the middle two, which were brand new at the time, have the later style, all with the 8 yd Duramin body and cab. The rear wings, or mudguards, on the bodies were designed, made and









fitted by Ham River.

No 473, 31 SPH went to Fishers Green, driven by Pat, a mate of Dad's and still a family friend, no 481, while 104 TPC was driven by Alan, after whom I was named, but he moved away and we lost touch, sadly.

Chertsey's main workshops were like Hall & Co's Salfords, tackling any job and rebuild; all they couldn't do was crankshaft re-grinding.

(Alan has listed all 24 of the Ham River Mercury tippers, half were model 2GM4RH, from 1957, with 6 yd bodies, and early 1960, with 8 yd bodies. The rest, delivered from December 1960 to February 1961, were 2GM4RA models, with 8 yd bodies, all with Surrey reversed registrations. I think the whole list of Mercurys and Monarchs would fill several pages... – Ed.)

The Ham River Pits were at Ham, Chertsey, Thorpe, Wraysbury 1 and 2, Kingsmead, Harlington, Fishers Green, South Ochendon, Thurrock, Reading, Brightlingsea, Darenth, Sutton at Hone and Bankside, London. I would just like to add that my late dad, Stan started on Ham River in 1947 and drove AEC Matador and Monarch, including some early petrol models with the Autovac and later diesels. He got a new Bedford S petro in 1953, the first of three, but still drove the AECs occasionally.

Bedford S tippers, fleet no 293, RPK 890, new 1952, 36 hp petrol; fleet no 358, WPC 761, second-hand, 1955, Perkins R6; fleet no 471, 999 SPA, new 1960, Bedford 300 diesel. Dad loved the old petrol, but because of the Suez Crisis in 1956, all the petrols were sent to Kingsmead pit, near Heathrow.

The answer to Mr Daulby's question about the RMC take-over of Hall & Co Ltd; it was in 1968. Fishers Green had new Bedford TKs, with 381 engines. These were sent back to Salfords, the new Ergomatic AEC Marshal 6x4 tippers, destined for Fishers Green, were diverted to other pits and depots.

Fishers Green became St Albans Sand & Gravel. The early Guys were sold, later Guys painted in St Albans colours, along with the Bedford TKs. These were kept until new St Albans vehicles started being delivered in late 1968.

Alan Biggs, Enfield



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ODDJOB REVIVED

With reference to the caption to the picture of 'Oddjob', SUF 804H, the ex-military AEC Militant Mk 3 with Thornycroft-built recovery equipment, the recovery vehicle for East Sussex County Council, based at Ringmer, it was asked whether the lorry had undergone a livery change. She was rallied in the council's blue livery, and I bought her in 1999, as I had driven this type of vehicle for the council and in the Army. I put her back to military spec, in the green and black camouflage livery. It has been



where my wife drover it. I sold it last year, after my wife died, and just have a Land Rover now, but still go to shows. The AEC should be back on the scene this year, based in Essex.

J Rebbeck, Uckfield, East Sussex.





QUALCAST BEDFORD

Qualcast Ltd, of lawnmower and foundry fame, had a well-kept lorry fleet, finished in a two-tone green with red wheels. This photograph was taken outside the Derby lawnmower factory, at Sunnyhill, with the Big Bedford tractor unit, GRC 115 (Derby 1955), being filled with fuel by Frank Rose, who looked after the fleet. Note the vehicle's eliptical Qualcast head-board, and the larger version over the office entrance, plus the fact that the Bedford is fitted with a Foden front bumper.

The loading method on the trailer is of interest, with mower cartons on the bottom, handles stacked between them, and the wrapped grass-boxes on the top. This labour intensive method of loading was replaced, using single composite packs for each complete mower, which included a knock-down handle, with loading carried out using side-clamp fork-lifts handling a cube of cartons. The Sunnyhill factory at Derby was closed in 1991, with production transferred to a sister factory in Stowmarket, Suffolk. The Derby site is now occupied by domestic housing. Colin Barker, Wilby, Suffolk



LUTON VAN-BODIED EX-MILITARY

With reference to the picture and caption of the vehicle at the top of page 40 in the Road Haulage Archive publication 'Body Language' (issue 17). It is a Canadian Military Pattern (CMP for short) Chevrolet or Ford, which came as C8/C15/C30 etc, or F8/F15 etc, (the number being the weight in cwts) and the type of cab was numbered; this one being a No 12 cab.

The Ford and Chevrolet had different engines but external detail differences were few. The Chevrolets often had the badge above the radiator netting, which was the same design then, as that emblazoned on a famous English football club's shirts in 2018. These vehicles were very similar to the Guy Ant and Guy Quad Ant mentioned and also the Morris Commercial C8. When given a coat of desert sand paint they are often misidentified, to the extent of Italeri producing a plastic kit of a CMP Quad, labelled as a Morris Quad (for eternity).

The CMP, Morris and Guy artillery tractors were officially known as FAT (field artillery tractors) and 'quads' was the more often used nick-name after the Guy Quad Ant 4X4 FAT, and all carried similar bodywork to the Guy (The Ford/Chevrolet known as CMP FAT No 12 cab) and not the No 12 cab (as in the pic) which was mainly for GS versions or where the cab was not integral.

That apart, the mystery of a short wheelbase Luton with military tyres and possibly a 4x4 is not solved. The No 12 cab had a flat roof, which must have been a pig for the driver, especially with no side windows, but great to drop a Luton body onto. The petrol filler cap is in the right place for a CMP No12 and required little modification, but the door handles and opening are again



typical CMP, but awful for anything other than suicide. The FAT No 11 and 12 cabs had the hinges on the forward cab bulkhead, ie common practice. The searchlight-like headlights were also an identification feature of the No 11 and 12 GS cabs.

I can't find any reference to Horley Garage, Nottingham, but there were a lot of workshops in 1946. The main Ford dealer, though, was Hooley's (since 1927 it boasts) not far from Dakins (see recurrent fascinating stories in the letters section), and the photo setting looks like the ultra-posh Park Estate, again not far from Hooley's office in Derby Road.

There was a lot of emphasis in 1946 to changing 'swords into ploughshares' and to turn 8 cwt and 15 cwt army trucks into useful civilian vehicles was a stiff challenge, but could have been profitable, like turning base metal into gold. Fordson's 7Vs and Bedford's OX etc were better Ministry of Supply (Ministry

of Defence) cast-off choices though. Nottingham was a few miles from the newly-commissioned in 1945/6 MoS depot at Ruddington, so dealers could pick and choose and a lot of the stuff was sold as scrap metal.

Paint on the tyres, no number plate and the wires dangling to the rear light make it look like a rush job for the photo shoot. Not enough space (it could be a book), but Utility Furniture (until 1952) was only sold by permit and to those re-housed or newly wed, etc and had to be paid for. It included everything, including curtains and sheets and mattresses. Not likely to be the case with the huge house in the background, but most households had few items of furniture, so often an open truck or hand-cart had to suffice in 1946 and the 15 cwt might not be that small in those circumstances. Tough? When moving house then, they had to play tug of war with the bed-bugs for their beds.

David O'Brien Exeter, Devon

LEDGARD PART 2, MARCH 2018

Just to note some corrections are needed please. Firstly, on page 50, the credits on all the images should have been Travel Lens Photographic. Secondly, on page 50, four of the captions should have read as follows:

- GHA 968 is a 1944 Daimler CWA6 ex-Midland Red in 1957, with Duple H56R body, but rebuilt by Willowbrook in 1951. In the green roof livery, 968 is seen leaving Otley bus station with a good load and an unclear destination blind.
- EN 8408 at the Horsforth, Leeds terminus of Stanhope Drive. A Leeds Corporation AEC/Roe behind has also turned there, on its route 50, and is heading back via Leeds Eastgate to Compton Road, a short on the way out to the normal terminus of Gipton in east Leeds.
- Ex-Exeter JFJ 52 is leaving Otley for Leeds with a determined-looking driver. These were very similar buses to the ex-Leeds 'LNW' Daimlers.
- 1956-built SDU 711, a former Daimler demonstrator, was to be operated from 1967 by West Yorkshire for around two years as its DGW11. SDU 711 is seen here arriving in Leeds on Cookridge Street and will soon stop and load up for Ilkley.

Finally, the credit for the last pictures on page 51 is missing (Arthur Emmett) and the References on page 48 has left out the following:

 The Samuel Ledgard Society: http://www.samuelledgardsociety. org.uk

That's is, history is now corrected!

Stuart Emmett, via e-mail

MORE FROM KENT AND SUSSEX

In the March 2018 Vintage Roadscene, a letter from M R Austin of Swanley caught my eye. I am also from Kent, though nearer the Sussex border. Alan Firmin and Arnolds are mentioned and their vehicles passed through my village. Arnolds was in the form of a tanker hauled by an Atkinson, carrying gypsum from Mountfield Mines. About 11 o'clock, if would pass every weekday morning.

Other firms were Turks (ex-Waters and Cooper) of Benenden, Woodcocks, near Ashford, Jempsons of Rye (still going today), Farrant and Reid of Hastings, plus brewery and dairy vehicles to name but a few. Also seen were the odd foreign haulier, especially Spanish, running to the Transfesa (as it was then) depot at Paddock Wood and a Danish Ford Transcontinental draw-bar of the firm Exposa, carrying plants to a customer near Burwash in Sussex.

Alas, I have no photos, as being young at the time, cameras never featured on my wish lists. However, like Mr Austin, I also make models. Maybe I can take photos of them to send at a later date (Yes, please – Ed). Finally Mr Austin has omitted to mention a firm called Mark Luck from Swanley. I saw many of his vehicles last year, although up-to-date. However, out of interest, I see that some of the Volvo FM tippers were of the 'tri-dem' set-up, of which there area few about these days.

Cracking magazine, value for money!

J D Wyman, Padbury, Bucks.

MANCHESTER HAULIERS

The letter from D Lyons in the March issue stirred memories of my own early days in the late 1940s and '50s in Manchester. I well recall some of the operators he mentions, in particular John Biesty – for whom my pal's father did the signwriting – and H Evers, with the brown livery and seemingly unpronouncable address, in Sebastopol Street, Ancoats, just outside the city centre.

I was very much involved with the small fleet of James Bacon in Blackley, my home suburb, about whose activities I have had an article published in Vintage Roadscene. Bacons hauled for the chemical company, Hardman and Holden in Miles Platting, as did Ben Fisher of Clayton and William Pennington of Levenshulme; all three companies had red wagons. Bacons' fleet was of two halves; there were Leyland Comets, BMCs and a fearsome six-wheeled Foden S20 with a steel body on distance work, and a collection of Bedford OWs on shorthaul work, taking spoil from the chemical plant to local tips. Also in Blackley, although not a tipper operator, was Robert Garner, who ran a small fleet of Perkins-engined Seddon four-wheelers, maybe hauling for the adjacent ICI Dyestuffs Division complex. Garners also had a depot in Glasgow.

Other tipper operators which come to mind were E&F Beattie of Ardwick, with their aluminium-bodied AEC Mammoth Majors on coal haulage, and Thomas Maiden of Ancoats, who used a lot of Kew Dodges. The livery was brown with yellow writing and – with all due respect – the fleet looked a bit...ramshackle! Visions of 'Hell Drivers' come – probably quite unjustifiably – to mind.

In Rusholme was the green-painted fleet of Connell and Finnegan, who were demolition contractors and operated heavy equipment and low-loaders, as well as a number of Bedford TK tippers which always looked smart despite their hard working conditions.

As a mere stripling, I would pedal my rusty – sorry, trusty – bike around the suburbs of my home city and, like D Lyons, spot the wagons of the local hauliers. No thoughts of elf and safety or naughty people in those innocent days. Road transport was the lure and we ranged far and wide in our pursuit of it. Happy days of which I am grateful to Mr Lyons for the recollection.

Bill Berry, via e-mail

COACHES AND OPEN-TOPPERS

The third photo on page 49 of Vintage Roadscene issue 217 depicts an Eastern Coachworks coach body from the early 1980s, a B51 model. This was ECW's first attempt at a coach body for some five years or so and the company was somewhat out of touch with the market with regard to the growing demands of passengers, with National Bus specifying as much luggage space as possible.

Unfortunately, ECW didn't get it right at first, and some early examples quickly suffered major failures of the rear end of the body structure. I understand that the Duple Dominant coach body also suffered similarly, but not until they had attained a considerable age and were seriously affected by corrosion. However, it seems somewhat ironic that these two highly-respected coachbuilders failed at about the same time soon afterwards.

The final shot on page 49 of issue 218 shows a convertible open-topped Southdown Bristol VR, UWV 615S. The company had quite a fleet of these machines, and after Stagecoach bought Southdown, four of them (UWV 610, 612, 618 and 620S) migrated north to become Stagecoach Cumberland fleet nos 2035-2038. They were based at Kendal and were put on what is today's 'Lakesider' open-top route 599 in the Windermere area.

They were heartily disliked by all who had to drive them, including myself, as they were extremely uncomfortable to work in and generally unsuitable for this work. They leaked like sieves through the destination boxes and interior light fittings on wet days. They reached us in 1990 and the bodywork was almost on its last legs, even then, but they stayed about ten years. They must have had a terrible hard life 'down south'; the roofs never came north.

After reading the interesting article on Ledgard's Daimlers in issue 219 (now looking forward to the next part), I was delighted to see the shot of AEC Reliance TEC 599N, taken at the open weekend at Lathalmond last August. The Yorkshire air must suit her and Thornes certainly seem to lavish care on her. However, the coach was new to a small Westmorland independent operator, based in the Upper Eden Valley, at Kirkby Stephen. Long may she last.

Alan Wilson, Kendal

CADWALLADER FOUNDERS

I read your article on Cadwallader, and would like to point out that the company was founded by Russell and Gordon Cadwallader, not by John and David, who I believe were Russell's sons.

Philip Thomas, via-e-mail.

EXPORT OR DIE

Thank you for Vintage Roadscene 220, it looks wonderful, as usual. However, in the article 'Body Language' on page 16, you make a mistake. Under the photograph, down on the page, you are mentioning 'Export of Die', an error, typing the wrong letter.

Moreover, the wonderful term 'Export or Die' was used after World War II and not after World War I, as the picture would suggest.

Continue with your great magazine.

Hans Stoovelaar, Amsterdam, Holland.

ALAN HILLEARD (1938 - 2018)

Alan Hilleard, Vintage Roadscene reader, was taken on his final journey to Haycombe Crematorium by Vintage Lorry Funeral's 1950 Leyland Beaver.

When Alan was at school in Peasedown St John he used to run home and help out on a local farm, and he went there full time after he left school at 15 years old, milking cows and working with horses. When he was 17 years old, Alan joined Great Western Railways and worked as a Fireman on trains, primarily servicing Avonmouth Docks.

This led to an opportunity of working on a Shunting Engine within Avonmouth Docks and one day the operation came to a standstill, because a lorry was parked inappropriately. Someone asked Alan if he could drive a lorry and, despite having little driving experience, he didn't think twice about jumping into the cab. Alan didn't just move it out of the way, he reversed, keeping a straight line with no more than two feet from the edge of the dock, before parking in a safe area.

The impression Alan made that day landed his first driving job, which was for Keynsham Transport and after a short time he went on to G L Baker in Bristol, becoming a long distance lorry driver, away from home for most of the week. Uncertainties developed around the BOC

take-over of G L Baker and difficulties at home, from him being away so much, meant Alan became a refuse collection driver, operating in the streets of Bath.

However, the call of the open road could not be ignored for long and Alan went to work for M J Abbot, before joining G H Martin & Son Ltd, Corsham, where he spent the next ten years. Typically the first half of a week could involve moving timber from London Docks to Nottingham, Soft Drinks from Rugby back to London and then collecting Stone from Portland Bill back to Bath. He also moved wide loads, such as aeroplane wings and giant quarry tippers. Alan went as far afield as Scotland, and his Son Kevin has vivid memories of the journey both up and down the A6 at Shap. Sadly his career at G H Martin & Son came to an end, when Alan asked for a pay rise.

Taking up agency driving work would lead to some long term relationships, notably with John Nash, who ran the Reliance Driving Services at Wells, in addition to J L Nash Transport. Alan used to take a V8 Mercedes 38 tonne curtain-sider from Yate to Saltash, as part of the Curry Electrical trunking network. He was known as 'Lead-foot', because he never hung about. One day, John received a call from the police, saying that they were following Alan's lorry on a downhill section of the

M5, and he was clocked doing in excess of 83 miles per hour. John said to the police, 'I'm shocked and I'm horrified, I could only get 80 miles per hour out of it myself yesterday.'

Alan also worked for Bailey Employment Services in Melksham, where he knew Nick Bailey who owned the business, and Alan received regular work from Frome Creamery. He was involved in farm collections and trunk loads to Crewe and Wincanton. As Alan approached 65 years old, new legislation was being introduced for milk collections, so he decided to retire.

He started to use a taxi to take disabled kids to school. However, he missed being on the road and went back to Bailey Employment Services. He worked for M J Church, driving a tipper three or four nights a week on motorway work.

When he was 71, Alan fell ill and lost his licence, but still managed to get the best out of his mobility scooter and 'Lead-foot' was, on occasion, known for passing slow cars down Charlton Road in Keynsham, on his way to the shops.

Alan is deeply missed by his wife Diane, his son Kevin, other family and friends.

If you want to know more about the activities of the 1950 Leyland Beaver, ring David Hall on 01225 865346, or visit the website, www.vintagelorryfunerals.co.uk

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* Circumstances might cause the planned contents to change



e showed this picture in the May 2013 issue, in a Scenes Past feature on the fruit and vegetable markets of the Midlands. It's Chris Hodge 'Stilltime' Collection picture number aax366. This is a view of the Barras Heath wholesale fruit and vegetable market in Coventry around the turn of the 1960s. This was quite new at the time, as can be seen by the contemporary architecture, along with much of the centre of the city, following the extensive bomb damage during the war. We can see the premises of A E Harper and Francis Nicholls. It looks as if their customers have arrived to choose their fruit and veg supplies and take them away in their own vehicles. We have a Ford 300E van, VAC xxx - the numbers behind the chap's leg - a 1956 Warwickshire registration. This was an early model, judging from the rear lights, which

has had its tiny standard rear windows replaced with some you could actually see out of (from personal experience of not being able to!). Somebody else has a trailer attached to a Morris Oxford saloon, KWV 788, registered in Wiltshire around 1954, while WDU 296, a Morris ½ ton van, based on the later style Series III Cowley/Oxford car, is arriving. This would now be a very rare and desirable vehicle among classic light commercial enthusiasts. It had passed a platform-bodied mid-1950s Bedford TA and a 'Midland Dairies' Morrison Electricar milk-float – note the then modern 'Milk' logo on the front.

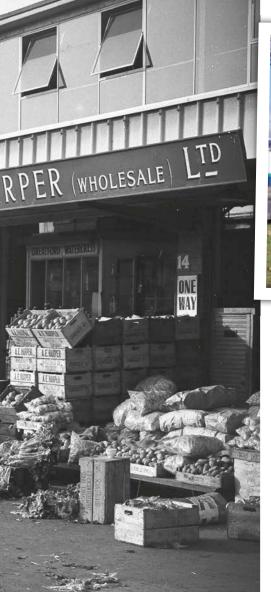
In the modern spirit of recycling, we used the picture again, as a 'Classic Scene' in Kelsey's 'Classic Car Buyer' weekly magazine, where Tom Caren, Show Manager at the British Motor Museum at Gaydon, saw this picture as the centre spread, and it brought back all sorts of

memories...

He says: "I grew up just 100 yards as the crow flies from there, just beyond the houses in the background, which are on Burlington Road. As a child of the 1960s, I used to play in there on a Sunday, as that was the only time it was closed. We had to climb over the wall, as there was a security guard in the gatehouse at the front, but these were pre-CCTV days, and the guard never left his gatehouse. As long as we didn't stray into his eye-line, the place was our playground.

I remember there was an old Morris FE, about 4 tons, with a covered open-sided fruiterer's body, painted green and lined out in gold. It was parked there during the week and I don't remember seeing it on the road locally, but it must have gone out sometimes. It was in very good condition for the early 1970s and well looked-after.

The Morris Half Ton van was a rare old





beast even then; there were not many around Coventry like that. I think it belonged to an old greengrocer who had a shop about ³/₄ mile away, at the junction of Augustus Road and Coronation Road, in Hillfields, Coventry. It was a dark green van and it was in use until the mid to late 1970s, from what I remember.

Just at the road junction to the Wholesale market was a petrol station. I have attached a photo of what it was like in 1962 and then what it is like in 2017. You can still see the structure of the site is generally as it was back in 1962. The National Benzole advert was aimed at filling station operators, extolling the virtues of the brand: 'Looking for success?

Go ahead with National. Busiest of forecourts? Pull-em-in products? Right sort of backing? New ideas that pay? Eye to the future?

Forecourt is a rarely-heard word these days. The sentiments were great, but the re-named 'National Benzole' was to be phased out by the 1990s by parent BP. There's a Hillman Minx, Riley 1.5, Humber Hawk and Bedford CA van on the forecourt, with an Isetta 'bubble-car' and others in the showroom.

Now the white-coated attendants are replaced by some guys offering a Hand Car Wash, from £3. How times change. Thanks for the great memory."Thank you as well, Tom.



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